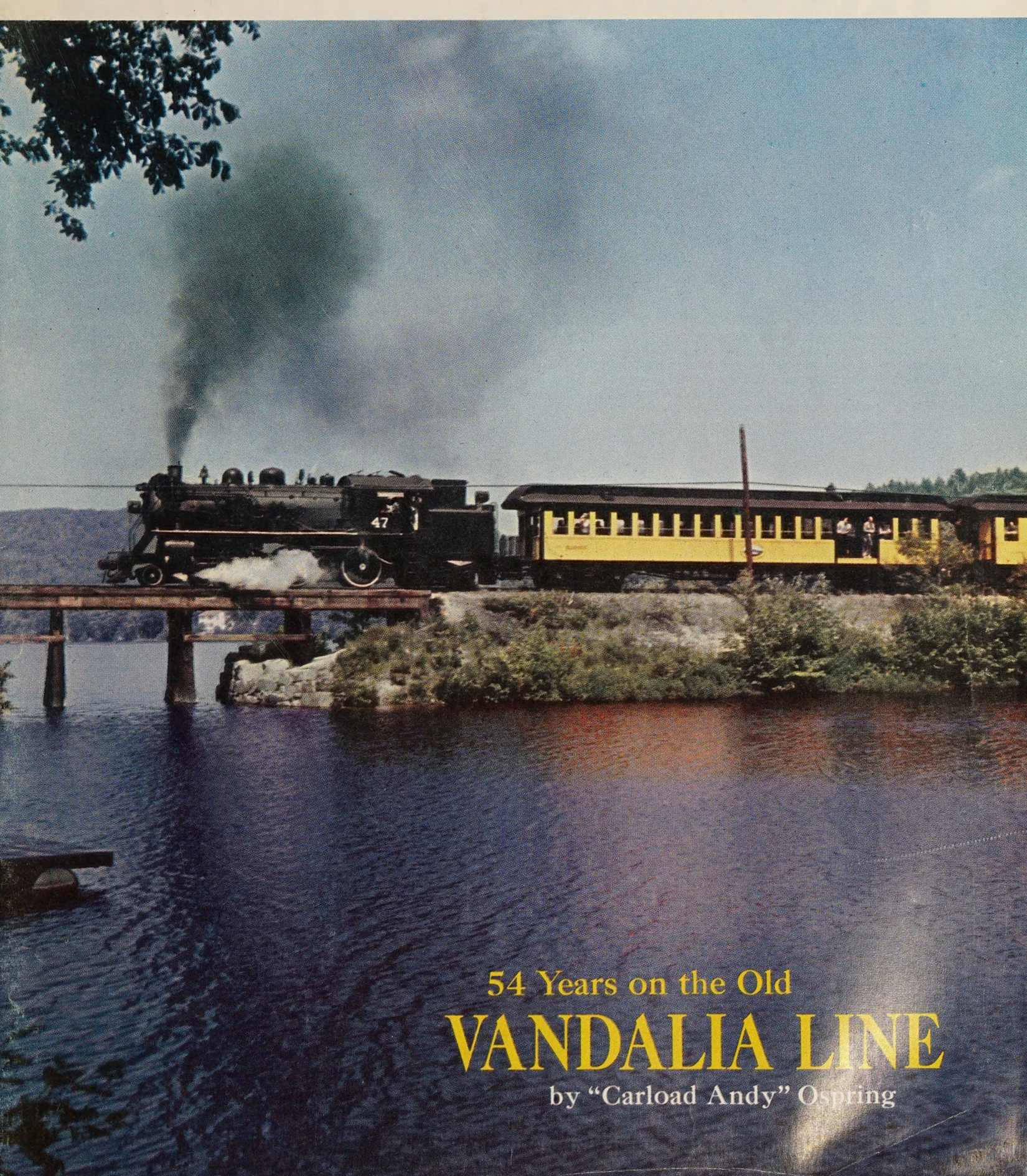
RAILROAD

APRIL, 1962

50c | MAGAZINE



54 Years on the Old
VANDALIA LINE

by "Carload Andy" Ospring

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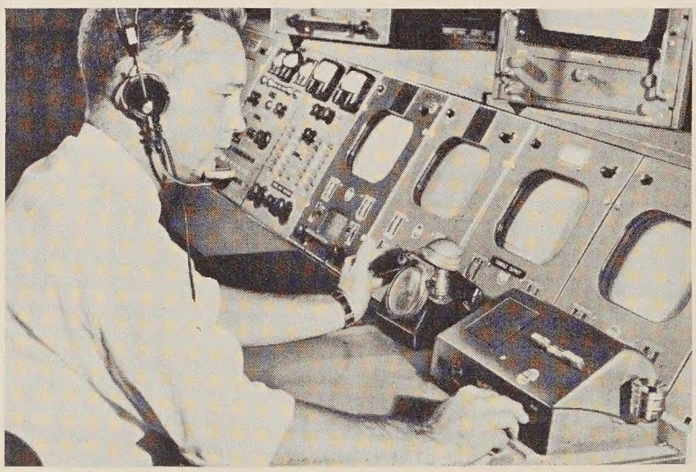
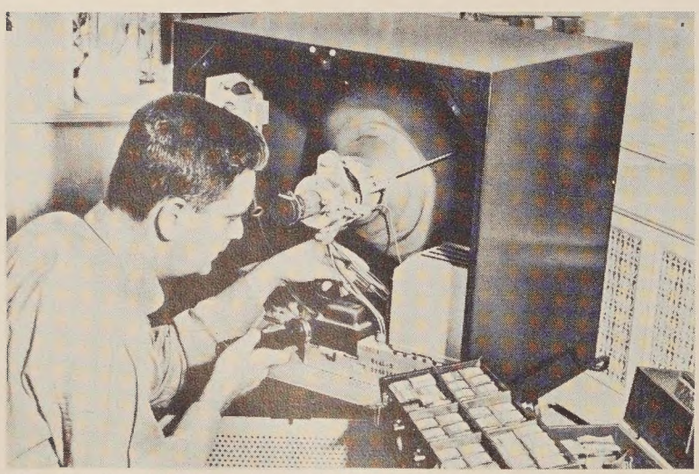
HIGH PAY FOR TECHNICIANS IN ELECTRONICS. It's difficult to find an industry that does not rely on Electronics today. Many NRI graduates fill key jobs working with missiles, computers, radar, tracking devices, telemetry, microwave. They serve as inspectors, maintenance men, wiring experts, testers, lab technicians, field men, etc. Pay is above average, advancement rapid.



GOOD JOBS IN RADIO-TV COMMUNICATIONS. NRI trained men hold good jobs as operators and technicians in Radio and Television broadcasting stations, with Police, Marine and Aviation stations. Interesting work, good pay.



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J. M. Smith
President

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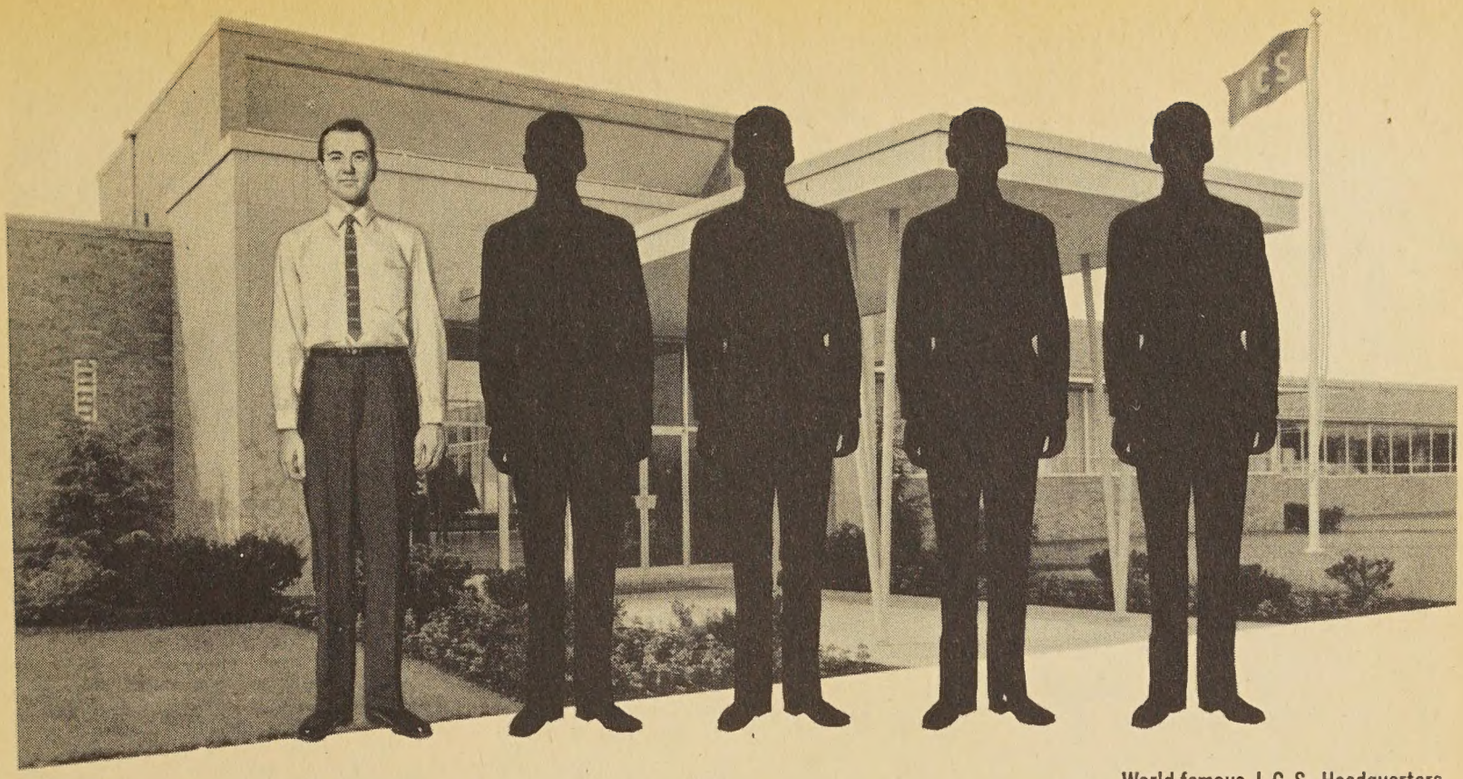

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THE MAGAZINE OF ADVENTUROUS RAILROADING—FOUNDED 1906

VOL. 73, No. 3 APRIL, 1962 50 CENTS

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SY REICH
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Transit Topics

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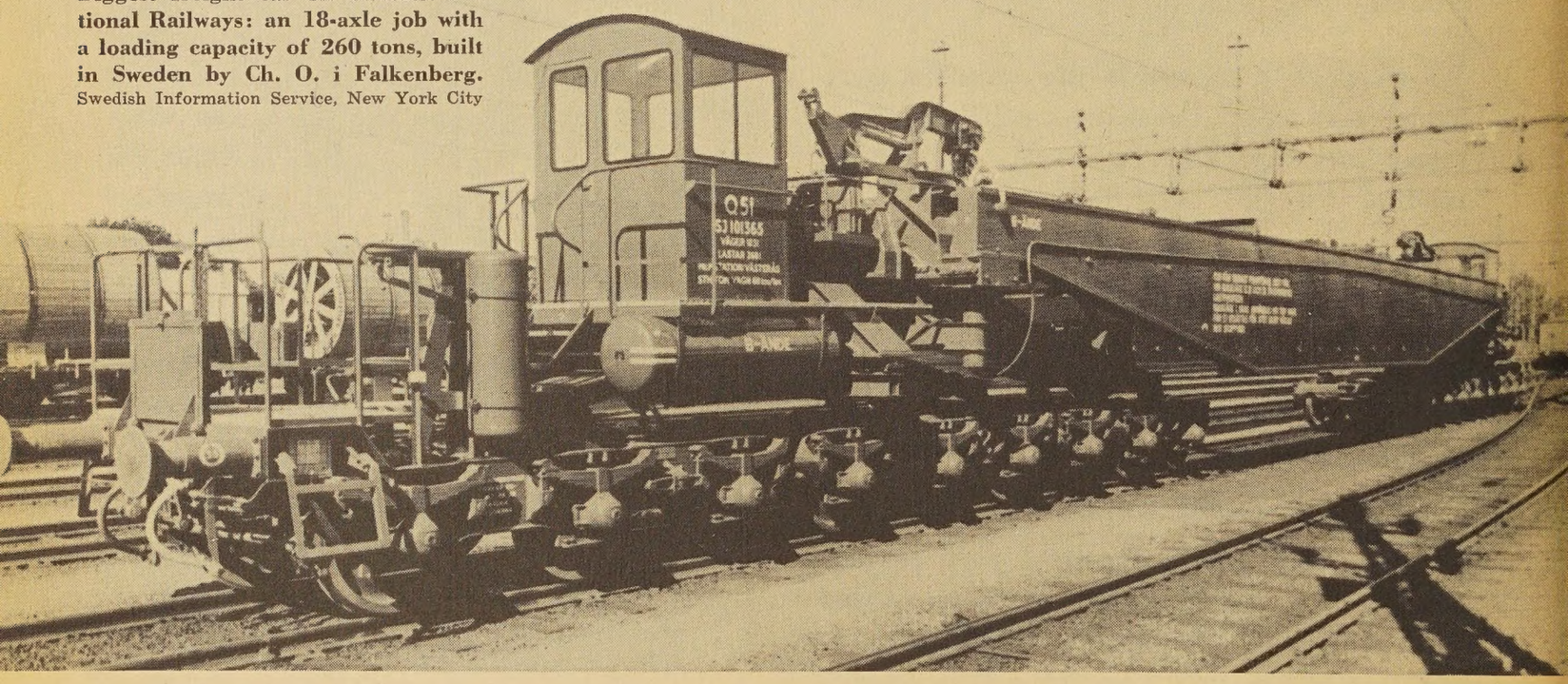
Biggest freight car on Swedish National Railways: an 18-axle job with a loading capacity of 260 tons, built in Sweden by Ch. O. i Falkenberg. Swedish Information Service, New York City



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Not many people are willing to admit it, but there is a special kind of fear that prevents them from speaking up. It happens on the job. It occurs in their social lives. It strikes whenever the situation calls for them to express their ideas quickly and clearly.

Strangely enough, this problem has little to do with native intelligence. More often than not, these same men and women have above-average intelligence. Their personality and character are good. They simply hang back.

What they are really afraid of is their inability to use good English. They feel others will judge them unfairly—that they will be ridiculed if they use the wrong word or make a mistake in grammar.

As a result, these men and women never seem to grow in their jobs or in their social lives.

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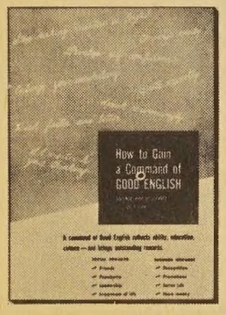

DON BOLANDER, Director
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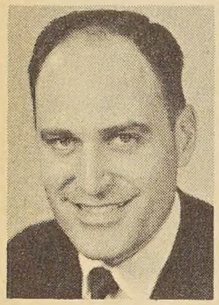
MAIL CAR

Railroaders and Fans Sit in With the Editorial Crew

OUR current cover shot reminds "Carload Andy" Ospring of the Vandalia's train No. 6 on Kankankee River bridge at Vandalia, Ill., many years ago, when the water ran high. Actually, it was made at Bradford, N. H., last August by a professional camera man, Dave Johnson, 21 Burnside St., Nashua, Dover, N. H. We see a 4-6-4T, No. 47, wheeling the train of Nelson Blount's standard-gage Monadnock, Steamtown & Northern tourist line across Todd's Pond, a mile east of its western terminal and near state highway route 103. At the throttle on this 12-mile run was Nelson himself, a distinguished railfan, tycoon of the two-foot-gage Edaville line at South Carver, Mass.



David K. Johnson

"I was chasing the MS&N train that day in an automobile with Rupe Wunschel, Nelson's publicity man," says Dave, "taking color shots. We were in constant touch with the train via two-way radio. Whenever we wanted engine smoke, for example, we asked for it. I had shot the same engine at Dorval, Que., when she was working for the Canadian National in class X-10-a. Nelson had his wooden coaches repainted in the yellow livery of the 1870's, which was ideal for color photography.

"The ICC stopped the run just before last Labor Day because it had no records on 47's boiler history, the records having been lost in a fire years ago. ICC claimed jurisdiction because the train was operating on the rails of a common carrier, the Claremont & Concord. No. 47 was built by Montreal in 1941."

Dave sells high-grade postcard reproductions of this cover picture and five other steam subjects, CNR, B&M, N&W, etc., all in color: 5¢ each plus a 4¢ stamp. Quantity prices for lots of 50 or more. Dave never railroaded but his father-in-law was a B&M fireman. He has been taking rail pix since 1937, has over 2000 feet of steam color movies.

"I've long wanted to work for a railroad," he sighs, "but never did. For years I was self-employed in commercial and industrial photography. Right now I'd settle for any kind of photographic job that pays at least a modest salary." •

REMEMBER the days when the railroads discouraged ordinary passenger travel? A. M. Langley, Jr., Rte. 3, Box 64, North Augusta, S. C., has a timetable of the Southern Pacific's Coast and San Joaquin Valley lines, issued Aug. 6, 1944, which states: "Think twice before you travel on the train. Space on our trains is needed for military and other essential travel and, frankly, there is no room for people travelling unnecessarily. So, unless your trip is really essential, you'll do your country a service by staying home." •

FROG SMITH'S popular article, "Oldtime Picnic Trains" (Oct. '61), reminded E. Harry Alexander, Bethesda, Md., of an experience Bob Nance has one hot summer day near Clarksville, Tenn., long ago when he was in charge of the steam-shovel grading crews and camp cars on the Louisville & Nashville.

"The men were cutting out a hillside to install sidetracks," Harry tells us. "It was early afternoon. A shapely young woman in her birthday suit came running down the hill from a nearby house, yelling loudly. This exhibitionism

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stopped the work like a factory whistle. The astounded Bob Nance snatched a raincoat off the steam shovel, ran toward the girl, and quickly covered her nakedness. 'Show's all over,' he barked. 'Get back to work!' It turned out later that the girl had been drinking absinthe, a lot of absinthe, and was temporarily out of her mind." •

DON CLARK slipped up when he said (Feb. '62) that a Union Pacific 4000 was kept in stand-by service at North Platte, Neb., "and perhaps another at East Ely, Neb." There is no such place as East Ely. Neb.

Says Irwin Feinstein, 436 E. Dodge St., Grand Island, Neb.: "The UP has some 800's in Omaha, some 800's, 3700's, 3900's, and 4000's in Cheyenne and a 4400 switching at Grand Island roundhouse—which, however, will be razed and rails taken up, so the 4400 must go."

Now listen to Art Stensvad, UP fireman, 811 E. 3rd St., North Platte: "There has never been a 4000 in stand-by service here. Our only steamer here is the 900079, a 4-6-6-4 formerly numbered 3710. We have had several 4-6-6-4's in snow-melter stand-by service. Recently we removed the 3710 from the Mechanical Dept. roster and transferred her to Maintenance of Way. She is now officially a snow-melter, no longer a road engine." •

AUSTRALIA is gradually standardizing the gage of its various railroad systems. "The first standard-gage freight train to operate directly between Sydney and Melbourne, Australia, left Sydney on Jan. 2, 1962," reports Ken McCarthy, 155 Parkside Drive, Dapto, N.S.W., Australia. "This was the first train to use the new standard-gage line which parallels the old 5'3"-gage route between Albury and Melbourne, 200 miles.

"On April 12 the first passenger train over that new line will carry Members of Parliament and other dignitaries, and on April 16 regular passenger service will begin. All trains will be diesel-powered except that railfan groups is chartering a special steam train for Easter week-end. Australia's next gage conversion will be between Kalgoolie and Perth, about 350 miles (3'6" to 4'8½")." •

A SILVER-PLATED water pitcher, relic of the earliest days of dining-car service on the *Black Diamond,* has just been presented to the Smithsonian Institution, Washington, D.C., as a symbol of the last remains of Lehigh Valley passenger service. This pitcher was used by countless honeymooners en route to Niagara Falls and by a long list of celebrities, including U.S. Presidents. •

AN ELEPHANT named Mary, riding the doubleheaded 23-car train of Yankee Robinson's Circus years ago, delayed the train so long that when it reached Scribner, Neb., on the Chicago & North Western, the circus had to cancel its usual street parade and barely had time to put on the matinee show. So says Harry Denton, a retired 86-year-old C&NW engineer now living at Glendale, Calif.

Denton ran the lead engine, a slide-valve Baldwin, with Frank Molander firing. The second hogger was "Hap" Nelson. Mary traveled in the first car, a car with an open front.

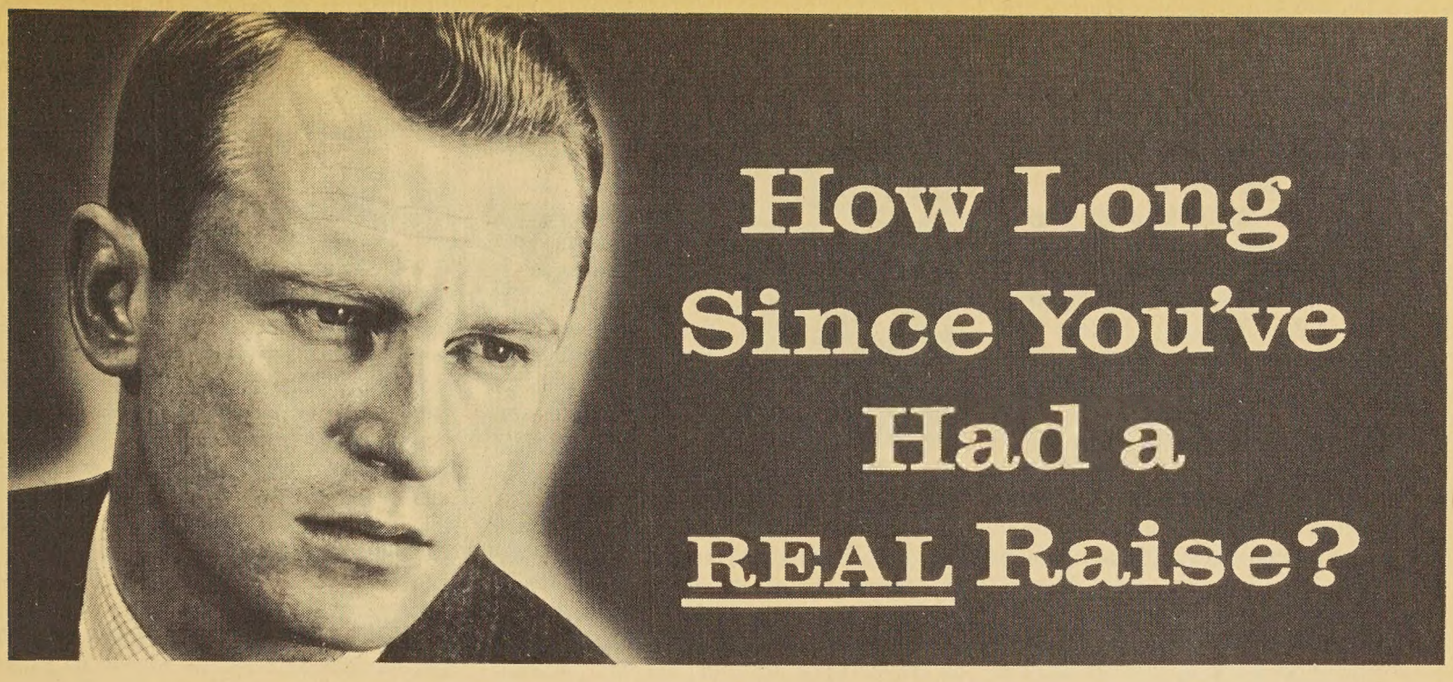
"About 2:30 a.m.," Denton recalls, "I stuck my head out the cab window. What seemed like a barrel of water hit the back of my head, knocking off my cap. I thought a brakeman atop the cab was being funny, dumping the water, and I was mad. Pretty soon another deluge landed between Fred and me.

"Well, after traveling four or five miles we found there was no water left in the tank. Mary had managed to pry loose the steel manhole with her trunk, had sucked up the water and had sprayed the track! She also had thrown away the hoe and rake that Fred used to clean out the firebox. So Hap's engine hauled us to the water tower. The train reached Scribner 2½ hours late. My wife and daughter and Hap's wife, waiting there to see the parade, were disappointed because it was cancelled."

We asked a Southern Pacific hogger, Dick Murdock, 346 Pleasant View Dr., Pleasant Hill, Calif., whether or not he thought an elephant could have pried loose a manhole cover.

"Yes," says Dick. "If it was an old square wood or coal tender with the manhole well to the rear, Mary could easily have lifted the cover. Most of those covers were simply hinged iron plates without a latch cut to overhang the manhole collar, leaving sufficient room beneath the outer edge for a hand- or trunk-tip to flip it open. As for draining *all* water from a tender—no! That's stretching a trunk too far. The legend must have been born of a prank wherein an elephant spews away two or three thousand gallons, certainly enough to leave the poor hogger, later on, with an empty tank miles from the nearest water column."

Dick fired a circus train Sept. 13, 1946, for Engr. Jewell Lee. "We were called at 4 a.m. to pull a circus train from Tracy, Calif., over Altamont Pass to Oakland," he says. "At Livermore we had a meet with a sugar-beet extra. The regular elephant car had been damaged in a wreck a few days before, so the bulls (all circus elephants are called *bulls,* regardless of sex) occupied the baggage car just behind the engine, its windows removed for ventilation. While we were taking water, the head brake-



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man amused himself by feeding the elephants sugar beets—and how they loved 'em!"

(Elephants also like salad greens and ripe apples, oranges, bananas, grapes, pears, even grapefruit. Remember that next time you take the kids to the zoo or circus. Take along a large bag of fruit for the bulls. But no peaches; sharp stones could cut their insides.)

"Later," Dick goes on, "while drifting down Niles Canyon, I looked back and saw elephant trunks thrust far out the windows. I froze. They were foul of signal masts, mileboards, water columns, and so on. I suddenly envisioned bulls with horribly maimed trunks. But they fooled me. They seemed to delight in seeing how close they could come to passing obstacles without making contact. Every trunk darted into clear on time. Elephants are smart. Under certain circumstances Mary could easily have flipped off a tender lid and had one hell of a time with the water."

The foregoing letter fits in with a suggestion by Wm. Rapp, Jr., 430 Ivy Ave., Crete, Neb.: "Why not add a small circus department to each issue of *Railroad Magazine?* Like myself, a lot of your readers are circus fans as well as railfans. Since the first circus train ran in 1856 there has been a close tie-in between the railroad and the circus." •

JACQUELINE GOGUEN is a railroader from way back. Having a great-grandfather, both grandfathers, and an uncle on the Canadian National, it was only natural for Jackie to hire out to the CNR herself. This 20-year-old girl is a stenographer in the Maritime Area manager's office at Moncton, N.B., is also a part-time model, and lives at 428 Chaplain St., Dieppe, New Brunswick, Canada.

Jackie Goguen

She took her first train ride four years ago as a member of the Moncton Figure Skating Club en route to a performance. Later, she became a railfan on the day that she and three friends gave up a lunch hour to tour the $15 million CNR classification yard at Moncton.

"But I'm not a steam fan," she says. "I'd sooner visit a new yard than watch an old steamer on her final run. Electronics and diesel locomotives make the railway far more interesting than it ever was before."

Her pet peeves are movie-goers chewing candy or peanuts noisily, being kept waiting, and people who can't make up their minds. Her Uncle Gordon Murray, a railway electrician in the Moncton Ships, will never forget the time a redhot rivet dropped down inside his shirt and down his trouser leg. •

BRIEFLY SPEAKING. Nostalgic memories of building the first General Motors locomotive in the Electro-Motive Division's plant at La Grange, Ill., were relived recently when Richard Terrell, one of GM's vice presidents, gave 25-year-service watches to 185 employees. He pointed out that since then GM has produced 25,000 diesel-electric locomotives, including 5,000 now operating in 47 countries outside of the United States. The first unit, a 600-hp. switcher, was built for the Santa Fe on May 20, 1936.

To meet its growing freight business, Atlantic Coast Line has ordered 700 new boxcars and 300 new covered phosphate hopper cars from Pullman-Standard and ACF Industries.

An old boomer named Jack Wynn, 206 N. Ft. Thomas Ave., Ft. Thomas, Ky., says he has worked on 63 different railroads in U.S.A., Cuba, and South America from 1911 to 1944, when he retired as a C&O conductor.

(Continued on page 55)

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Photo Salon

The Baltimore & Ohio eastbound *Shenandoah* crosses the Potomac at Harper's Ferry in West Virginia. Rails in foreground belong to the B&O branch to Strasburg, Va.

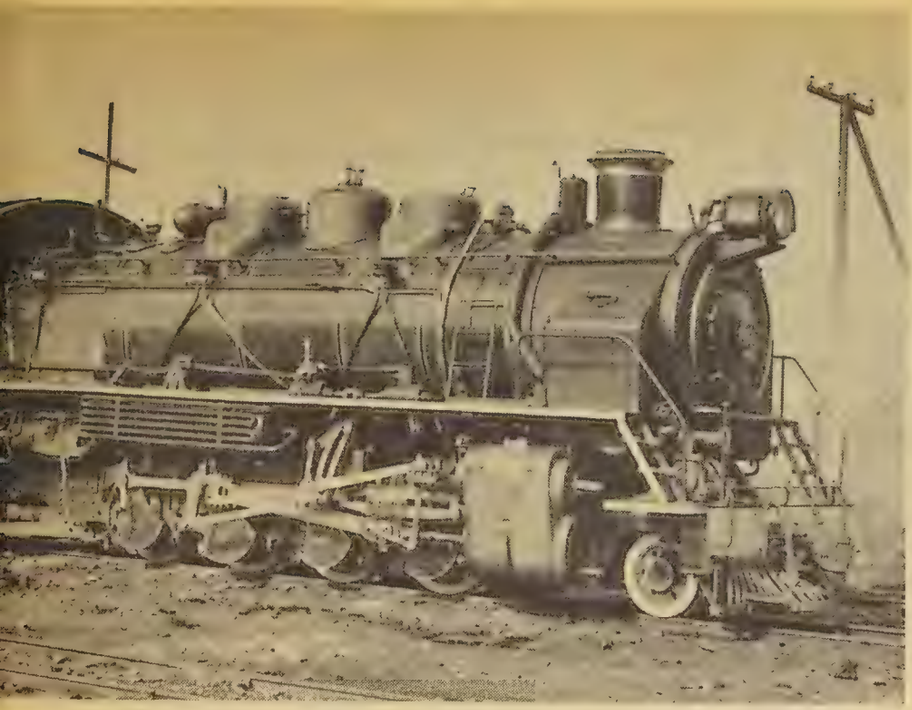
J. Bradley, Mounted Rte., Mt. Holly Springs, Pa.

(Left) Just before Norfolk & Western took over the Virginian, these GE rectificers were photographed on the pit at Mullens, West Va.

Robt. Field, 107 Stanyan St., San Francisco 18, Calif.

John Briggs, 158 N. Apple Ave.. East Orange, N.J.

Though 476 is still wheeling trains to Silverton, this primitive view (June '58) is gone forever. Houses now dot the hills near Durango. But the magic of that run has been caught and held imperishably in a 12″ LP disk, *Rio Grande to Silverton*, sound portrait of mountain railroading (mono $4.95, stereo $5.95), issued by J. Briggs and Gordon Roth (North Jersey Recordings, P.O. Box 2, Maplewood, N.J.). On one side we hear a wooden-coach passenger run so vividly we almost *see* it; on other side, slim-gage freight.



The *Anibal Jaramillo P.*, a 2-8-2 built by Henchel in 1955, was bought by the national government of Columbia from the State of Antioquia last September. All Colombian railways are now nationalized. This photograph was made in the terminal yards at Medellin.

Gordon S. Crowell, Apartado 1055, Aero 3644, Bogota, Columbia

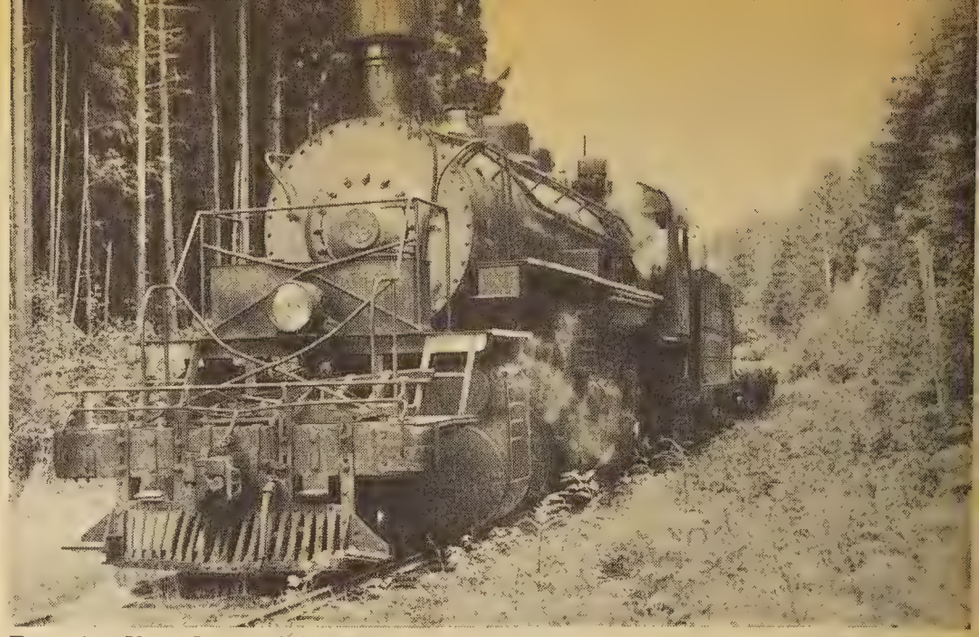
Allen A. Jorgensen, 3818 New York Ave., Seaford, N.Y.

The Sydney & Louisburg is still using steam power. Here is 2-8-2 No. 70 switching empty hopper cars at Broughton Jct., Nova Scotia. Whistle post reminds engineers who forget grade-crossing signals.

Alltime champ of coal-carrying conveyor belts is this B. F. Goodrich belt which hauled 22 million tons in 22 years of use on the Western Maryland Ry. coal pier in Baltimore, Maryland, before it was replaced. Carloads of coal, 1500 tons an hour, were dumped on the rubber belt and taken up to tower for chuting down to barges.

Trackside grave of soldier killed in 1864 has been moved to this new spot on the Louisville & Nashville main line near Ackworth, Georgia. The man is Wilbur G. Kurtz, son-in-law of the late Conductor Wm. A. Fuller, who overtook the Andrews raiders in 1862 and recovered a stolen engine, the *General*. Kurtz is now 80.

Lt. Col. J. G. Bogle, 1749 Dyson Dr., N.E., Atlanta, Ga.



Rayonier No. 38, a 2-6-6-2 Mallet, whistles for a road crossing south of Neilton, Washington, on its daily log run from Crane Creek and Camp 14.

John C. Illman, 7400 Errol Drive, El Cerrito 8, Calif.

Modern way to unload lumber. The shipment is packaged and bound with heavy steel strapping and the units are removed one by one.

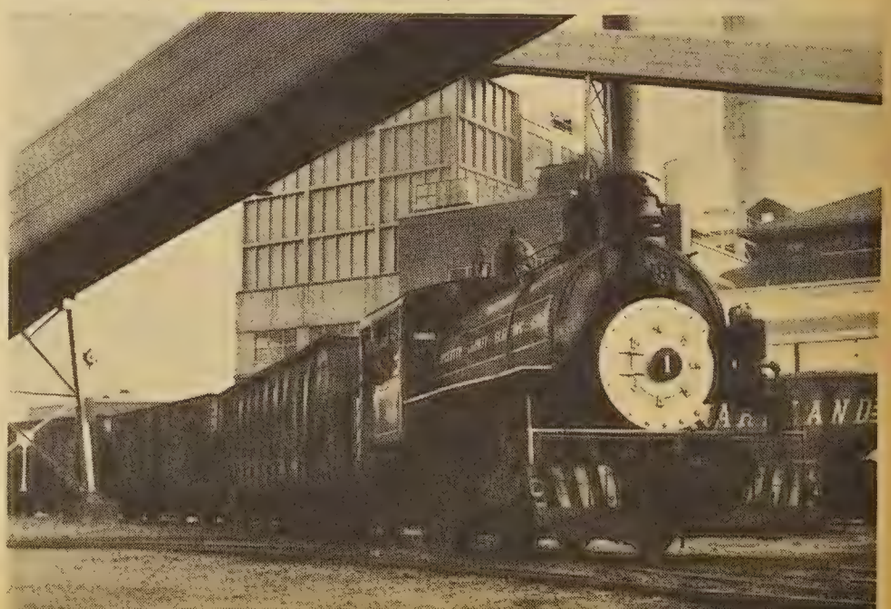
Acme Steel Company

F. W. Schneider III, 127 Delp Rd., Lancaster, Pa.

Two-car morning local on Shaker Heights Rapid Transit's Van Aken Boulevard route stops at Lee Road to pick up two schoolgirls. No. 94 is one of the 25 PCC's that Pullman-Standard built for the Ohio line in 1948.

New England Electric System, 441 Stuart St., Boston, Mass.

Is this America's oldest busy locomotive? No. 1 helps to switch the 10,000 tons of coal that is shipped via the Boston & Albany to Worcester County Electric plant, Worcester, Massachusetts. Built in 1881.



Black smoke in the West Virginia hills. A Norfolk & Western YS was handling a daily mine run alongside Pigeon Creek when a professional camera man, O. Winston Link, made this shot, a color version of which adorns the jacket of his latest record: *Sounds of Steam Railroading No. 4—2nd Pigeon and the Mocking Bird* (monophonic, 12 inches, 33 1/3 rpm, LP, $4.95 postpaid). Any Winston release is a golden event in hi-fi history. "*2nd Pigeon*" takes us on some of the last coal-burners ever to haul heavy tonnage in U.S. While listening intently to the beloved sounds of steam operation, the whistles, chugging, clanking, bell-ringing, and so on, we hear a real mocking bird sing what seems to be a requiem of steam power.

O. Winston Link, 58 East 34th Street, New York City

THE VANDALIA STORY

by "Carload Andy" Ospring

as told to Freeman Hubbard

WHEN you think of pay-cars, like the one still running on the Mexican National Railways, you think of tough *hombres* conspicuously wearing six-guns posted at both ends of the car to thwart any possible attempt at a stickup. That didn't apply to the old Vandalia Line which cut across Illinois and Indiana from East St. Louis to Indianapolis. During the years I worked on that road in engine service I never saw an armed guard within shooting distance of the pay-car; and I know for a fact that the "money wagon," as we called it, which a shiny 4-4-0 or a Mogul wheeled over the rails regularly for forty-seven years, was never even mildly annoyed by bandits.

Like several other roads prior to World War I, the Vandalia paid its employees in gold and silver. Its pay-train made monthly rounds, stopping anywhere en route at the drop of a hat, so to speak, to shell out money. The austere paymaster, Major Crawford, who had been a Union officer in the Civil War, and his helper, A. McKeever, would open their little wicket at exactly six a.m. in front of the Terre Haute Union Station for the engine and train men working out of that depot, before they rolled eastward to Indianapolis and then back through Vandalia town to East St. Louis.

Thus they covered the entire system from 1870 till 1905, when the Pennsylvania Railroad, which held a big interest in the Vandalia but had not yet gained full control, added its Logansport, Peoria, and Vincennes divisions to the pay-car's beat, keeping that vehicle in constant operation.

I often saw the double-barreled, hammer-type shotgun that rested in a special rack within easy reach of the Major while he was passing out money, but that, I learned, was only a showpiece. One time when I was firing for Nick Sliger we were sidetracked with the pay-train at Dexter, Illinois. Nick saw a fine cottontail nibbling grass on the other side of the right-of-way fence and he rushed into the money wagon to borrow the old pacifier.

"You can use the gun if you want to, Nick," the Major said with a grin, "but it won't do you any good. It's not loaded and I don't even have a shell for it."

Another incident stands out in my memory. I was firing regular in the freight pool for "Rusty" Evans, one of

the best engineers who ever sat on a seatbox. One day in 1907, when the mercury hit 15 below and everything was covered with snow, the pay-car stood under the trainshed of the Union Station at Terre Haute. Just as we got to the Chicago & Eastern Illinois crossing we saw the Major and his assistant walking over to the money wagon, each man lugging, as usual, two large canvas bags. We knew that two of those sacks held gold coins, the other two silver. The Vandalia never paid up with paper but used the metal currency it got from the Federal Government for its mail contracts.

Seeing that car made us feel good. We hadn't been paid for the previous month and were broke, so we made a bee-line for the car. Just as we got inside, train No. 12, the fast mail trundled by a big Atlantic type, No. 26, slip under the shed on a stream of sand. Major Crawford looked up and said:

"There's Old Dutch Andy, right on time, and I'll bet he left Effingham ten minutes late!"

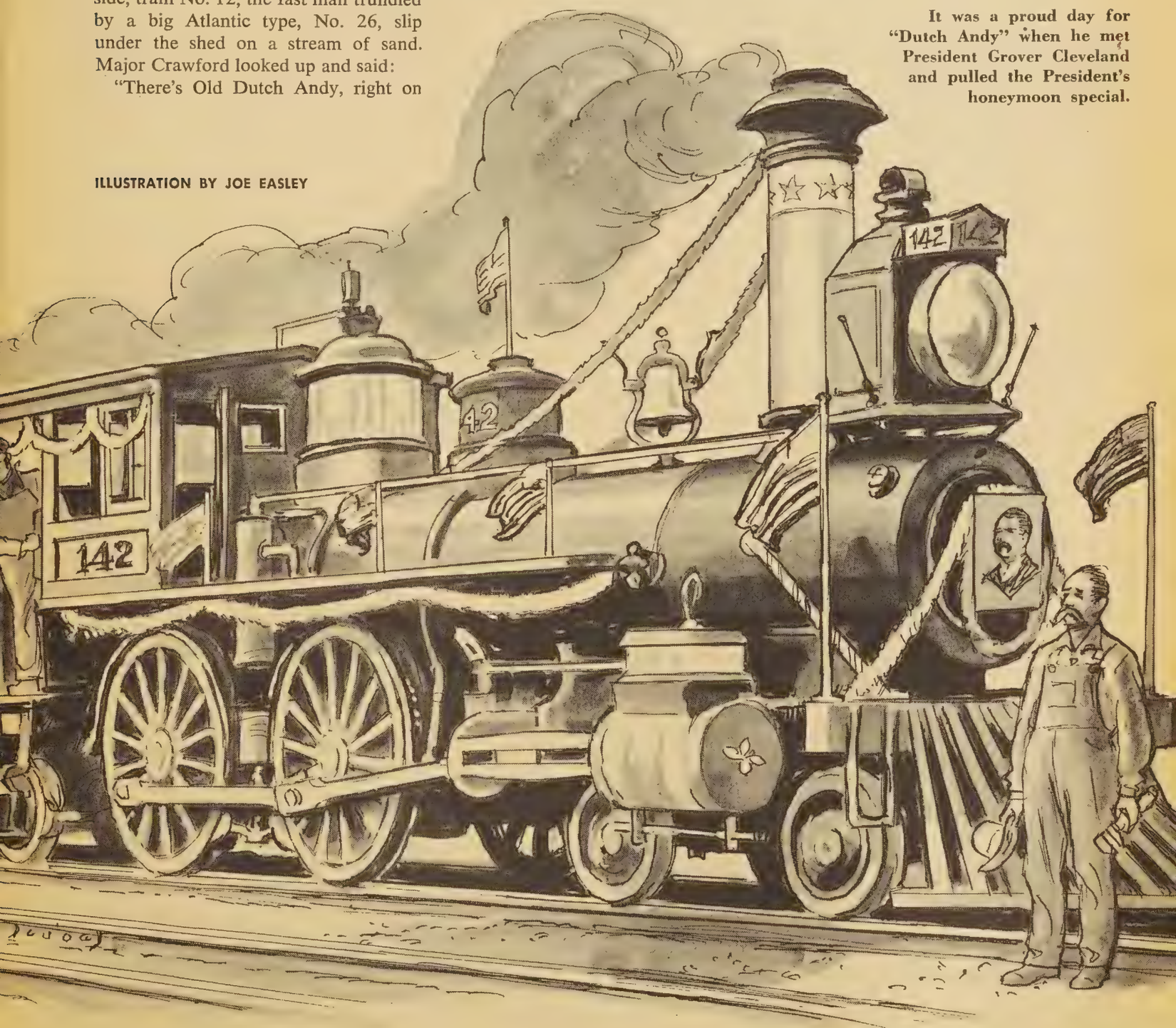
Old Dutch Andy was my father, who made history by working fifty-four years on the Vandalia. He had just run the Middle Division, 69 miles in 62 minutes, over the snowy rail. Good old Pop! Well, sir, that's all I know about the pay-car, except that in 1917 the Pennsy pulled it off and began paying the hired hands by check.

THE Vandalia Line dates back, really, to 1836 when "railroad fever" hit the bustling town of Vandalia, Illinois, which was then the state capital. In that year the Legislature began debating plans for two iron roads to be built through the center of the state. One would run due south from the villages of Chicago and Effingham. The other, to be known as the Vandalia Railroad, would extend east and west through the capital and the richly fertile lowlands of the Mississippi bottoms, where floods came regularly each spring.

Before rails were laid, high-wheeled stagecoaches, Conestoga wagons, farm wagons, buggies and men on horseback clattered over a national dirt road, often making wide detours to the nearest bridges to cross rivers and creeks. Rain, mud, dust, and snow hampered travel. Mail was received and sent on east and west by the Overland Stage

It was a proud day for "Dutch Andy" when he met President Grover Cleveland and pulled the President's honeymoon special.

ILLUSTRATION BY JOE EASLEY



Engine 185 with a westbound train crossing Salt Creek bridge into Effingham in 1892. The bridge was built in 1868, with pilings in the middle 65 feet high, and was used constantly until 1920.

Chauncey Rose

"Dutch Andy" Ospring

All photos used in this article, except those otherwise credited, come from author's collection.

Line, with six horses pulling each of the heavy Concord coaches.

The driver would blow a horn on the outskirts of a community to herald his arrival and the populace would turn out en mass to meet the stage. That was an exciting event in the town's social life. You know the old saying, "Save a gallop for the Avenue!" No matter how rough or tiresome the journey was, the driver whipped up his horses to enter town with a flourish.

The long period of unrest which preceded the Civil War, and the war itself, delayed the chartering of the St. Louis, Vandalia & Terre Haute Railroad Company until February 10, 1865, about two months before President Lincoln's death, although by that time Illinois Central trains had been pounding the unballasted iron rails for more than ten years. Meanwhile, the Illinois capital had been moved to Springfield, where it is today and where Abe Lincoln is sleeping out eternity. The Vandalia Line was authorized to build from the Mississippi River's eastern bank at East St. Louis, Illinois, almost in a straight line to the picturesque Wabash River directly across from Terre Haute, Indiana; and in November of that year the new company took shape.

Then a year passed with surveying the route, to avoid heavy grades and sharp curves, and estimating the costs. Grading and tracklaying began in 1867. Young and middle-aged men from miles around pitched in to build the railroad. The founder of the Vandalia Line was William Riley McKeen, a broad-visioned Terre Haute banker who furnished money for it. He was president of the road and his son Ben assistant president. (Years later, Ben became a vice president of the Pennsy System.)

A 25-mile stretch from East St. Louis to Highland was completed by June. People drove eagerly in farm wagons and carriages to the nearest railroad station to ride the steamcars. The first Vandalia train bound for Highland and a rousing celebration left East St. Louis on July 1, 1868. It was decked with flags and gaily-colored bunting, and the joyous passengers brought along well-stocked lunch baskets.

No wye was ever put in at Highland, but crews thought nothing of backing up an engine and train. The town consisted largely of German and Hungarian immigrants, each ethnic group having a separate picnic ground. It also boasted a brewery. Mugs of foaming beer were dispensed from kegs in booths erected for picnickers. Beginning with the Vandalia's first run, trains made up of open-platformed wooden coaches took jolly crowds to Highlands every Sunday during the picnic season for a great many years.

THE GROWING rail line was located as close as possible to the Illinois coal mines, about midway between Caseyville and Collinsville. Even when the builders had to run their track through hilly country to achieve that objective, they did so, figuring they could cut down the grades later on. The idea was to haul the heavy drags of black diamonds downhill to St. Louis. Near Caseyville the line linked with the Ohio & Mississippi Railroad (now part of the Baltimore & Ohio).

Chauncey Rose, who had railroad dreams of his own, namely the Terre Haute & Indianapolis, made a deal February 10, 1868, whereby he leased the Vandalia for a term of 999 years—a lease which today would have 905 more years to run. The ink was hardly dry before he started building a steel bridge over the fast-flowing Wabash to connect and unify the two roads.

Rose's career as a millionaire railroad tycoon was overshadowed in the public eye by the more spectacular Commodore Vanderbilt. Through an odd coincidence, both men were born in 1794 and both died in 1877, the year of America's first big railroad strike. Rose opened his eyes for the first time on Christmas Eve in a snowbound Connecticut village, and at the age of 23 he moved to the wilderness that is now Terre Haute.

"I became a resident there in April, 1818," he wrote. "Terre Haute had but two cabins then and the nearest boarding place was at Fort Harrison, where I boarded . . . It was a source of great rejoicing when the first steamboat landed at Terre Haute in 1822."

As a young man he engaged in the milling business. "I sawed and furnished the lumber for the courthouse erected in the public square," he boasted, and later became a well-to-do merchant and innkeeper. On a corner of his farm, in 1838, he built the Prairie House hotel. (Today the modern Terre Haute House stands on the same spot.)

A loud gong would sound in the Prairie House at dinner time and the hungry guests would march into the great eating-room, where waiter-boys dinned into their ears: "What'll you take—mutton, beef, roast lamb, veal pie, chicken pie, roast fowl, or pigeons?" One chambermaid, in bare feet, made all the beds. A daily inventory was tallied to recover stolen goods.

ST. LOUIS, VANDALIA & TERRE HAUTE RAILROAD.

TIME TABLE No. 12.

For the Government and Information of the Employes of this Company only.

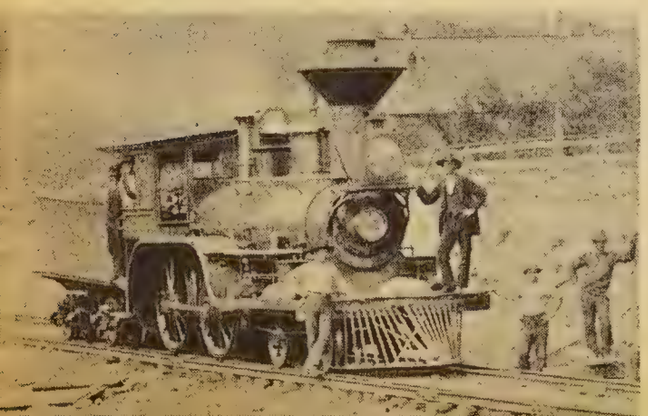
To take effect SUNDAY, JULY 24, 1870, at 12 o'clock, M.

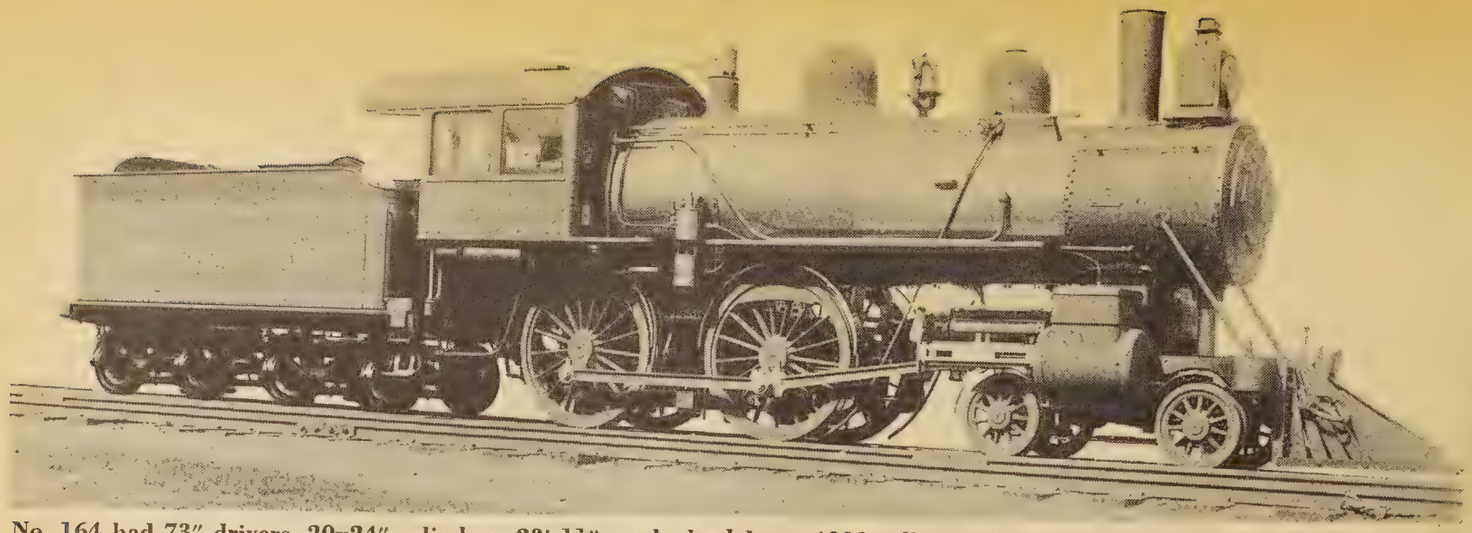
No. 12.

EASTWARD TRAINS.									WESTWARD TRAINS.						
FREIGHT TRAINS.			PASSENGER TRAINS.						PASSENGER TRAINS.				FREIGHT TRAINS.		
No. 13.	No. 11.	No. 9.	No. 7.	No. 5.	No. 3.	No. 1.	Distance from E. St. Louis.	STATIONS AND SIDINGS.	Distance from Terre Haute.	No. 2.	No. 4.	No. 6.	No. 8.	No. 10.	No. 12.	No. 14.
Way Freight.	Express Freight.	Through Freight	N. Y. Express.	Accommodation	Chicago Mail.	East'n Fast Line.				West'n Fast Line	Day Express.	Chicago Express.	Night Express.	Express Freight.	Through Freight	Way Freight.
								Leave. Arrive.								
6.00 A.M.	8 20 P.M.	1.25 P.M.	8.45 A.M.	4.20 P.M	7.40 A.M.	6.40 P.M.		EAST ST. LOUIS	165.5	1.15 P.M.	10.20 P.M.	8.00 A M	5.40 A.M.	Ar. 3.40 A M	10 40 A.M.	8.10 P.M
					†7.50 "		2.0	Venice Branch	163.5			7.50 "				
6.50 "	9.07 "	2.00 "	†9.03 "	†4.40 "	*8.00 "	†6.55 "	5.0	Hunter's	158.5	†12 57 "	†10.00 "	†7.40 "	†5.22 "	2.50 "	10.00 "	7.30 "
Ar. 7.20 "	Ar. 9.35 "						4.4									Le. 7.05 "
Le. 8.10 "	Le. 9.50 "	2.20 "	*9.15 "	4.52 "	8.10 "	*7.05 "		Collinsville	154 1	12.47 "	*9.50 "	7,30 "	*5.12 "	2.20 "	9.35 "	Ar. 6.55 "
8.25 "	10.05 "	2.40 "	†9.20 "	*4.57 "	*8.15 "	†7.10 "	2.1	Confidence	152.0	†12.42 "	†9.43 "	†7.25 "	†5.07 "	2.05 "	9,20 " 9.10 "	7 40 "
8.50 "	10.30 "	3.00 "	†9 30 "	5.07 "	8.24 "	†7.18 "	3.6	Troy	148.4	*12.33 "	*9.33 "	*7.17 "	†4.59 "	1.40 "	Le 8,5 .	
Ar. 9.40 "							7 8									Le
Le. 9.50 "	11 30 P.M.	3.35 "	†9.50 "	5,30 "	8.45 "	†7.35 "	24.9	St. Jacob's	140.6	12.15 "	*9.12 "	*6.58 "	†4 39 "	12.45 "	7.30 "	Ar. "
Ar. 10.25 "							5.1							Le 12,10 A.M.		Le. 4.40 "
Le. 11.05 "	12.10 A.M.	4.00 "	10.03 "	5.43 "	8.57 "	7.47 "	30.0	Highland	135 5	12.02 P.M	8.58 "	6.47 "	4.27 "	Ar. 11.55 P.M.	7.02 "	Ar. 4,00 "
							4.8								Le. 6,36 "	
Ar. 11.40 "	12.41 "	4.25 "	†10.17 "	*5.56 "	*9.09 "	†7.57 "	34.8	Oakdale	130.7	*11,50 A.M.	†8.45 "	†6,36 "	†4.15 "	11.22 "	Ar. 6.25 "	3 25 "
Le. 11.50 A.M.							4.5									
12.20 P.M.	1.11 "	4.50 "	10.29 "	6.10 "	*9.20 "	†8 07 "	39.3	Pocahontas	126.2	*11.37 "	*8.33 "	*6.26 "	†4.05 "	10.50 "	6.02 "	2 55 "
							5.2									
12.52 "	1.47 "	5.15 "	†10.41 "	*6.24 "	9.33 "	†8,18 "	44.5	Stubblefield	121.0	*11 25 "	8,18 "	†6.14 "	†3.50 "	10.15 "	5 35 "	2.22 "
Ar. 1.20 "							4.2									Le. 1,50 "
Le. 1,50 "	2.15 "	5 35 "	10.53 "	6.35 "	9,44 "	8.28 "	48.7	Greenville	116 8	11.15 "	8.10 "	6.05 "	3.40 "	9 45 "	5 15 "	Ar. 1.20 "
							4.3									
2.17 "	2.45 "	5.55 "	†11.05 "	†6.45 "	†9.55 "	†8.37 "	53.0	Henderson	112.5	†11.05 "	†8.00 "	†5.55 "	†3.30 "	9.15 "	4 50 "	12.47 "
	Ar. 3.10 "						4.0							Le. 8,45 "		
2.45 "	Le. 3.20 "	6.15 "	*11.15 "	6 57 "	*10.05 "	†8.45 "	57.0	Mulberry Grove	108.5	*10.54 "	*7.51 "	*5.45 "	†3,20 "	Ar. 8.35 "	4.30 "	12.15 "
							5.8									Le 11,30 "
3.20 "	4.00 "	6.45 "	†11.30 "	*7.14 "	*10.20 "	†8.58 "	62.8	Hagerstown	102.7	*10.40 "	†7.39 "	†5.33 "	†3.05 "	8.05 "	4,00 "	Ar. 11.20 "
		Ar. 7.05 "	Ar. 11.40 "	Ar. 7,25 "			4.0			Le. 10.30 "	Le. 7.30 "			Le. 7,40 "		
3.50 P.M.	4.35 "	Le. 7.40 "	Le. 11.55 A.M.	Le. 7.40 "	10.30 "	9 07 "	66 8	VANDALIA	98.7	Ar 10.15 "	Ar. 7,15 "	5.24 "	2.55 "	Ar. 6,45 "	3.35 "	10.50 A.M.
	Ar. 5.05 "						4.2									
	Le. 5.15 "	8.00 "	†12.05 P.M.	†7.51 "	†10.39 "	†9 15 "	71.0	Bluff City	94.5	†10.05 "	†7.05 "	†5.15 "	†2.45 "	6.15 "	3.00 "	
							3.5									
	5.40 "	8.17 "	†12.13 "	*8.00 "	*10.47 "	†9.23 "	74.5	Brownstown	91.0	*9.55 "	†6 55 "	†5.07 "	†2,38 "	5.50 "	Le. 2,38 "	
							6.0								Ar. 2.28 "	
	6.20 "	8.45 "	*12 25 "	8.15 "	11.00 "	†9.36 "	80.5	St. Elmo	85.0	*9.40 "	*6.42 "	*4.53 "	†2.23 "	5.10 "	1.55 "	
							5.5									
	6.55 "	9.10 "	†12.39 "	*8.30 "	*11.12 "	†9.49 "	86.0	Blue Mound	79.5	*9.25 "	†6.30 "	†4.40 "	†2.10 "	4.32 "	1.25 "	
							8.0									
	7.47 "	9 45 "	†12.57 "	*8.50 "	*11.30 "	†10.05 "	94.0	Funkhouser	71.5	*9.05 "	†6.10 "	†4.21 "	†1.50 "	3.40 "	12.40 "	
	Ar. 8.15 "	Ar 10,05 "	Ar. 1.05 "	Ar. 9.00 "		Ar. 10,15 "	3.9			Le. 8,55 "	Le. 6.00 "		Le. 1.40 "	Le. 3.10 P.M.	Le. 12.20 A.M.	
	Le. 9,00 "	Le. 11,00 "	Le. 1.10 "	Le. 6.00 A.M.	11.40 A.M.	Le. 10,20 P.M.	97.9	EFFINGHAM	67.6	Ar. 8.50 "	Ar. 5.50 P.M.	4.13 A.M.	Ar. 1 30 "	Ar. 1.50 "	Ar. 11.45 P.M.	
					8 00 P.M	6.45 A.M.	297.0	CHICAGO			9.30 A.M.	8.30 P.M.				
							4.1									
	9.30 "	11.20 "	*1.20 "	6 10 "		†10.30 P.M.	102.0	Teutopolis	63 5	*8.40 "	*5.40 P.M.		*1.20 "	Le. 1,20 "	11,20 "	
							5.5							Ar. 1.10 "		
	10.12 "	11.50 P.M.	*1.35 "	6.25 "		†10,45 "	107.5	Spitler's	58.0	*8.25 "	*5.25 "		†1.07 "		Le. 10,45 "	
	Ar. 11.15 "	Ar. 12.35 A.M.					8.2							12.35 P.M.	Ar. 10.35 "	
	Le 11,40 A.M.	Le. 12.46 "	*1.55 "	6.47 "		†11.04 "	115.7	Pleasantville	49.8	8.04 "	*5.05 "		†12.46 "	11.40 A.M.	9.50 "	
							5.8									
	12.15 P.M	1.15 "	*2.08 "	7.02 "		†11.19 "	121.5	Greenup	44.0	*7.47 "	*4.50 "		†12.33 "	11.05 "	9.15 "	
							8.7									
	1.05 "	2 00 "	*2 30 "	7,25 "		*11.40 "	130.2	Casey	35.3	7.25 "	*4.27 "		*12.10 A.M.	10.05 "	8.25 "	
							6.5									
	1.45 "	2.32 "	*2.45 "	7.43 "		†11,55 P.M.	136.7	Martinsville	28.8	*7.07 "	*4 10 "		*11,55 P.M.	9.20 "	7.45 "	
							10 8							Le. 8,10 "		
	2.50 "	3.35 "	*3.15 "	8,10 "		*12.27 A.M.	147.5	Marshall	18.0	*6.37 "	*3.40 "		*11.21 "	Ar. 8.00 "	6.45 "	
	Ar. 3.17 "						4.5									
	Le. 3.27 "	4.00 "	†3.27 "	8.24 "		†12.40 "	152.0	Griffith's	13.5	†6.25 "	*3,27 "		†11.07 "	7.27 "	6.17 "	
							2.8									
	3.50 "	4.15 "	*3 36 "	8.31 "		†12.50 "	154.8	Woodville	10.7	*6.18 "	†3.20 "		†10.38 "	7.10 "	6.00 "	
							10.7									
	4 50 P.M.	5.10 A.M.	4.05 P.M	9.00 A.M.		1.15 A.M.	165.5	TERRE HAUTE		5.50 A.M.	2.50 P.M.		10.23 P.M.	6.00 A.M.	5.00 P.M.	
							238.3	INDIANAPOLIS								
			6.45 P.M.			3.50 A.M.		Arrive Leave		3.05 A.M.	12.00 M.		7.20 P.M.			

* Trains stop on Signal. FULL FACE FIGURES indicate Meeting Points. † Trains do not stop.

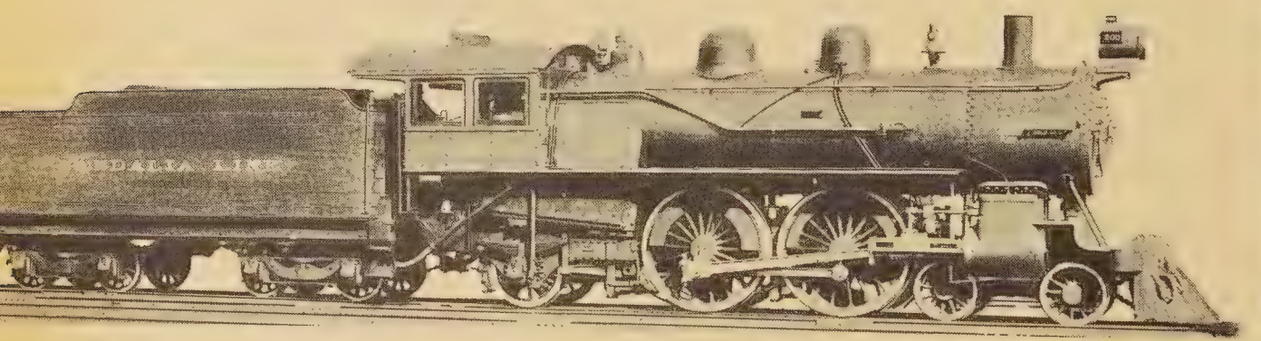
Rare old photo of TH&I engine built in 1854 by William Mason and originally numbered 12. (Right) The only known picture of the first Indianapolis Union Depot, built about 1859.





No. 164 had 73″ drivers, 20x24″ cylinders, 23′ 11″ total wheel base, 4000-gallon tank capacity, total weight 129,200 pounds.

Speedy freight-hauler: Mogul with 63″ drivers, 21x28″ cylinders, 7500-gallon tank capacity, 182,500 pounds total weight.



The Vandalia Line used lean, trim, Atlantic-type greyhounds like No. 200 for fast passenger service.

A. J. (Carload Andy) Ospring, the author.

"Dutch Andy" was on No. 159 (extreme left) at the Vandalia's East St. Louis roundhouse in May, 1896, when cyclone hit it but was unhurt. Photo taken shortly afterward shows debris partly cleaned up. Other locos (left to right): 149, 189, 403, 43.

Each night a soiled waiter-boy would stick his head into the bedrooms and ask, "Got any spoons?" If the number in the kitchen was short, he often returned to insist that the guests must have one or two, and to look again.

From the very first the Vandalia Line made money. The people living in that area were prosperous; they traveled much and shipped a lot of freight. Quickly the Pennsy realized that this route was the shortest distance between Indianapolis and East St. Louis, gateway to the West. It tried to gain control of both the original Vandalia and the TH&I but in those days it could not buy enough shares to own more than a minority interest in both roads.

Fifty years ago: *The St. Louisan*, with "Dutch Andy" at throttle, leaves Effingham.

DECEMBER 7, 1868, is a date long to be remembered. On that day, with flags and streamers whipping the wintry breeze, the first train burnished the rails from East St. Louis to Vandalia town. Thereafter, the through train ran on a daily schedule. The engine steamed eastward to Vandalia and backed up with the same cars, usually including two boxcars carrying freight and local packages, coupled behind the caboose.

A large roundhouse was built at East St. Louis and the road's first twenty-five engines were Baldwins. Later power came from other locomotive plants. Early in 1869 the railroad builders reached Effingham, Illinois, where they set up a roundhouse, a freight house, and yards. That was to be the main division point.

Traffic grew as the rails pushed toward Indiana state line. The company hired more and more men, determined to complete the road as soon as possible. The part from East St. Louis to Terre Haute became known as the West End while the trackage extending from there to Indianapolis retained the old name, TH&I. They spanned the Wabash River just a month before they opened the Middle Division to service and on April 26, 1870, they celebrated both events.

Trains began to wheel passengers and freight over the new steel bridge, and thereafter a steady flow of traffic kept the rails hot. The TH&I was then a division of the St. Louis, Vandalia & Terre Haute, but the employees continued to work on the same divisions for which they had been hired. At that time there was no such thing as seniority on an entire railroad, only divisional "whiskers".

In 1873, aging Chauncey Rose disposed of his major interest in TH&I stock to his old friend William R. McKeen. He had bought it for $24 a share but sold it for $150 a share. Later, he founded the Rose Polytechnic Institute, to provide higher education for the sons of Vandalia employees, and endowed an orphanage and a dispensary for the poor.

Prior to 1875, ferry service was the only means of transporting people and freight across the broad Mississippi between St. Louis and East St. Louis, and when ice blocked the river, sometimes all winter long, *nobody* could cross there. The erection of Eads Bridge, a great engineering feat, settled that problem. From the west side of the span a tunnel was blasted out of solid rock under St. Louis to reach the new St. Louis Union Station, a towered landmark that looks like a medieval city wall. The tunnel itself is a little over a mile long, including a sharp eastbound grade.

It was a proud day, June 13, 1875, when Vandalia took its place in the long line-up of roads whose trains pulled into and out of the new station. The white-haired Chauncey Rose felt young again that day, although he had but two more years to live. His step was light, his bearing erect. He knew that now, at last, Vandalia trains were connecting directly with the Pennsy, thus linking St. Louis with New York.

That was fine—not only for Rose and for McKeen, who now controlled the entire Vandalia Line, but also for the millions of passengers and shippers who would use that route in the years of expansion that lay ahead, and for the Nation's prosperity. As Jim Hill remarked of another railroad, "I have made my mark on the face of the earth and they can't wipe it out."

One day President McKeen's business car was coupled behind an accommodation train on the run from Indianapolis to Terre Haute, with John McKeever at the throttle. McKeever had orders to make time. Even before he left the station he opened her up and fairly flew through the yards. Near White River bridge he ran into an open switch. Leaving the track, the engine broke away from the cars, dashed over another switch, miraculously landed on the rails again, and was rolling over the bridge before McKeever could stop her. Coaches dotted the landscape. I wish I knew exactly what Old Man McKeen said on that occasion.

MEANWHILE, immigrants from the Old World kept pouring into the Midwest: farmers, mechanics, laborers, miners. My grandparents, for example, came over from Bavaria in about 1850 and settled on an Illinois farm. Their name, Ausprung, was Americanized into Ospring. Another German-American family, the Rungelings, who settled in the Midwest, became the Ringling Bros. of circus fame.

The Ausprungs had a son, Andy (my father). Andy did not go to the village school till he was twelve, and even then was taken out of his class three days later to work on the farm. He had only three days of schooling in his life. But that wasn't unusual. Many early settlers had no "book learnin'." Even so distinguished a writer as Ernest Hemingway, who came along later, never went to high school.

Grandpa bought a larger farm, near Effingham, adjoining the future right-of-way of the Vandalia Line. In 1868 the grading and tracklaying crews drew

near and Andy watched them with mounting excitement. He was fourteen, big and strong and full of desire to see the world. Without asking his parents' consent, he hired out as a waterboy on the railroad for fifty cents a day and board. He boarded in the camp cars. The Vandalia had no work-supply train. Most of the water its bridge and building gangs used for drinking, washing, and cooking came from farmhouses along the route, sometimes as far away as ten miles. Andy drove a horse and cart that toted this water. Because of his German accent the men nicknamed him "Dutch Andy."

Later, he worked at the Effingham roundhouse, learned how to care for engines, and in 1874 was promoted to hostler. Now and then he made a trip as emergency fireman and it thrilled him to move from one town to another with a train. Gradually he learned just about every foot of the trackage from Effingham to East St. Louis over the West End.

Around that time the Pennsylvania Railroad sold the Vandalia Line four diamond-stacked 4-6-0 woodburners, Nos. 173-176, that Baldwin had built from Pennsy blueprints. But as woodburners they didn't get far, dying for lack of steam. The Vandalia converted them to coalburners and replaced their diamond stacks with standard cap stacks. After that, those four became the best freight power on the whole line.

The early Vandalia engineers usually hired their own fireman. An old runner assigned to No. 173 hired Dutch Andy, taking him away from a better-paying job as chief hostler at Effingham because the lad was eager to work on the road. Many of the trains my father fired were through passenger. Came the big strike of 1877. Experienced ashcats, including Dutch Andy, were asked to run engines. Pop refused to "scab." Rather than do so, he told me many years afterward, he would have left the Vandalia forever.

Among my old Vandalia relics is a timecard of February 4, 1877. Besides other data, it listed the company's operating rules, and was the closest approach to a book of rules the Vandalia had in those days. The card shows some fast schedules. For example, the running time for two daily trains on the single-tracked line from St. Louis to Indianapolis, 250 miles, was less than ten hours, including stops. That, my friends, was something to brag about in the era of iron rails, link-and-pin couplers, and hand-operated semaphores.

In 1886 the Vandalia handled the Presidential wedding special. Grover Cleveland was a 57-year-old bachelor. On June second, in the Blue Room of the White House, he married Miss Frances Folsom, a pretty brunette of twenty-two who had just graduated from college. Immediately after the ceremony the newly-weds boarded a Pennsy train that was waiting for them in the switching yard. That train came onto the Vandalia Line at Indianapolis. The hogger was Pat Dailey and the engine was a Baldwin Eight-wheeler, No. 142, freshly painted and draped with flags and bunting. An enlarged photograph of President Cleveland adorned the smokebox door. (See pages 18 and 19.)

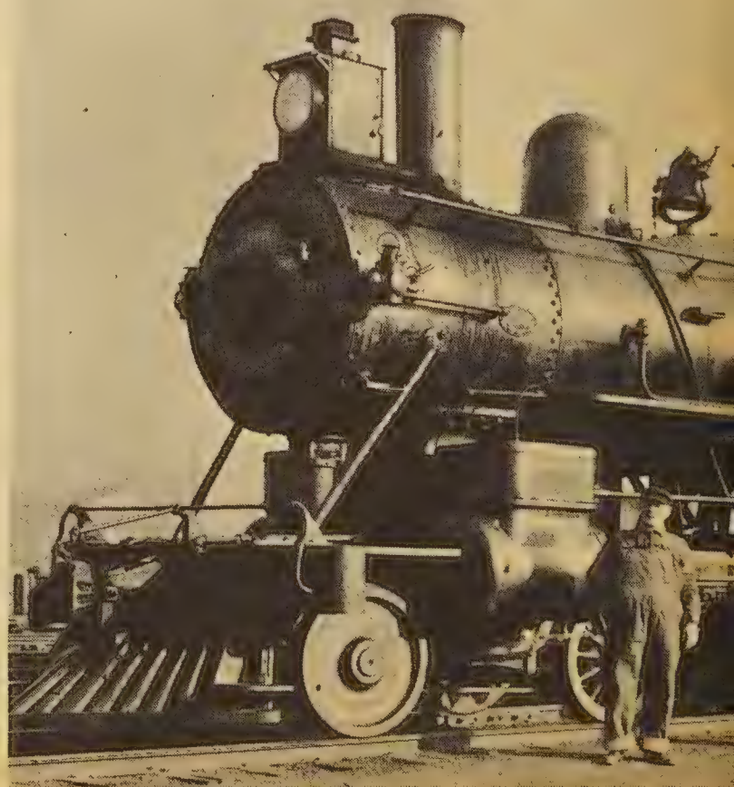
Huge crowds turned out at every station along the route. As always with Presidential specials, the railroad took extraordinary precautions for safety. They spiked all main-line switches. Freights were held on sidings until the special had passed while guards were posted at all switches, crossings, and crossovers. At Terre Haute the President made a brief speech. Then Jack Van Cleeve on No. 142 took him to Effingham, where a festival dinner was served in the Pacific House, about fifty feet from 142's long pointed pilot.

My father, on the same engine, piloted the special over the West End and into the St. Louis Union Station. Practically everyone who lived along the right-of-way knew Dutch Andy, at least by reputation, and I am sure that nobody was surprised when he made an extra stop at Vandalia, Illinois, to show off his famous passengers while taking on a little water that wasn't really needed. He was especially moved when President Cleveland walked up ahead to shake hands with him.

TWO YEARS after the Cleveland honeymoon trip I was born. Pop told me about that trip, of course, but for most of the details I am indebted to 96-year-old Al Hennel, who pulled one of the many freight trains that waited "in the hole" for the flag-bedecked special to stream past.

Pop wanted me to become a mechani-

Cornfield meet on the Vandalia was due to a fog over a pond and the fact that train 12, the Fast Mail with Engr. Joe McClelland on No. 24 (left), was almost on time while train 35, an express with Engr. Al Hennel on engine 27, was three hours late and 35's crew forgot about the Mail. The impact killed Joe, who was doubling in "Dutch Andy's" place.



Floral decoration at the funeral of Riley McKeen given by the Brotherhood of Locomotive Firemen.

Vandalia No. 166, built at Terre Haute Shops in early 1880's from parts of old Pennsy engine.

cal engineer. But Fate willed otherwise. I had so much fun riding locomotive cabs with him that I decided to go into engine service myself. When I was eighteen he consented. On July 4, 1906, he took me down to Terre Haute yards and introduced me to J.M. Lindley. J.M. hired me. They both thought I'd last about three weeks on the job. I began by firing a yard goat at 19 cents an hour on a twelve-hour night shift. That was in East St. Louis. It was the biggest thrill of my life.

That was the year Congress increased the size and powers of the Interstate Commerce Commission and a new magazine came out, *Railroad Man's*. I remember that first issue. It had a bright red cover and it cost me a dime. Today, as all the readers know, it's called *Railroad Magazine*. I never dreamed then that more than fifty years later I would be writing for it.

After a week in the yards I was given a job firing a coal train for Harry Bennett, who had often fired for my father, and I roomed with him for a while at Collinsville. Then I wielded the scoop on a passenger run between Terre Haute and East St. Louis, which I recall with considerable happiness. As time went on I bailed coal on other passenger trains, some freights, and even work trains. Then engines and trains increased in size and so did the muscular effort required to shovel "real estate," a term we used to describe coal mixed with slate. There were no mechanical stokers on the Vandalia in those days. Like my father, I never had a smashup, but my life was filled with excitement. I ran into one big flood at East St. Louis in about 1907 and another at Terre Haute in 1913, and I saw plenty of train wrecks.

A certain Vandalia engineer, a real highball artist who shall be nameless, ran into bad luck. He was wheeling *The New Yorker* out of St. Louis, crossing over the Merchants Bridge to Willows to enter the main line. As he rounded the curve he pinched 'em up and the towerman and his helper saw sparks flying from all the wheels.

The crack train was fifteen minutes late on a mile-a-minute schedule to Terre Haute, 169 miles distant. The hogger had taken the bridle off and was galloping along at 70 per. Swinging around the bend into Mulberry Grove, where the hand-operated board showed red, he whistled for clearance without slackening speed. In those days, the clear signal on American railroads was white. Remember that line in Cy Warman's poem, "I hope the lights are white"? This time they did not go white. The flag was out, but not far enough; a freight hadn't quite cleared the main, and the ensuing collision tied up the proud *New Yorker* for two hours.

Came the investigation. The engineer testified that when he pinched 'em up on entering the red block he had only engine brakes, no train brakes, and that immediately after the crash he had found the angle-cock on the tender turned to the *off* position. "This fact," he said, "I brought to the conductor's attention." It was common in those days when angle-cocks did not lock in open or closed position.

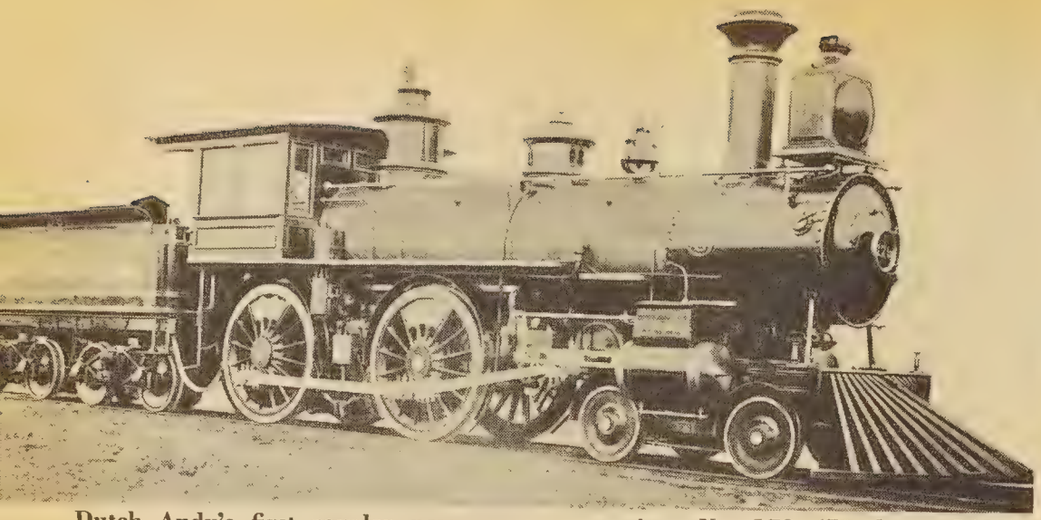
The damage wasn't too serious and nobody was hurt. If it had not been for the brake-valve incident, the inquiry would have been routine. But when the engineer mentioned that item, everyone present perked up, because at Smithboro, just a few miles back, he had pinched 'em up and the two men in the tower had seen the sparks fly. The Willows tower operator also swore he had seen fiery pinwheels when the engineer pinched 'em up on a curve leading to the main track, and the car toads reported that the brakes had been tested in St. Louis and found to be okay.

Well, it didn't look good for the hogger. Officials at the investigation believed he had tried to cover up by turning the brake valve. I regret to add that he never got another engine and he died a few years later, still protesting his innocence.

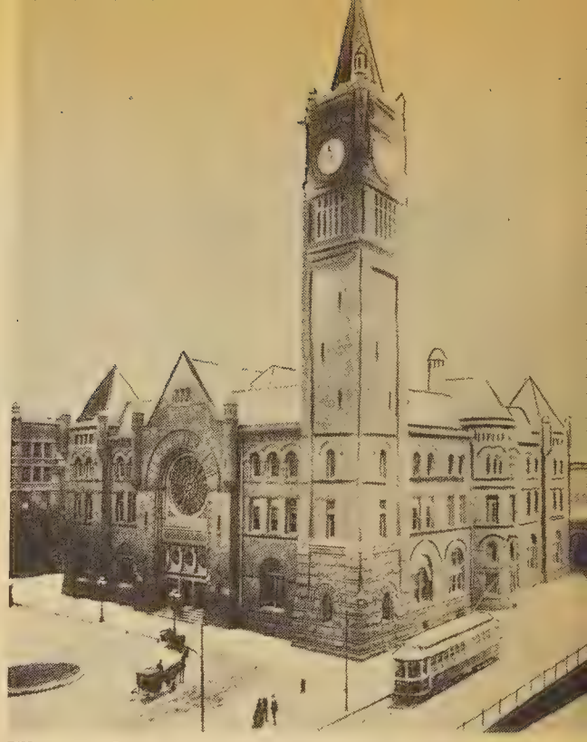
Another famous highball artist on the Vandalia was Pat Dailey. One bright Sunday morning in June, 1912, while I was still a fireman, Pat "raced" a new Cadillac touring car from Indianapolis to Terre Haute. This event attracted wide attention. Despite Pat's reputation for being a very fast runner, the Cadillac won because the engineer had to stick to his schedule.

The train, No. 21, left Indianapolis Union Station shortly after noon, made several stops, and arrived at Terre Haute on time in the early afternoon. The fast automobile, with top down, was driven by Harry McGee of the Cadillac agency in Terre Haute. The back part of the open car was weighted down by sandbags and a grinning teen-age Negro boy

Vandalia No. 16, Class VD-62, built by Schenectady in 1899.



Dutch Andy's first regular new passenger engine: No. 179 (Pittsburg, 1883).



West end of Indianapolis Union Station, built about 1880. This is the second depot erected there and it is still in use (but the trolley isn't).

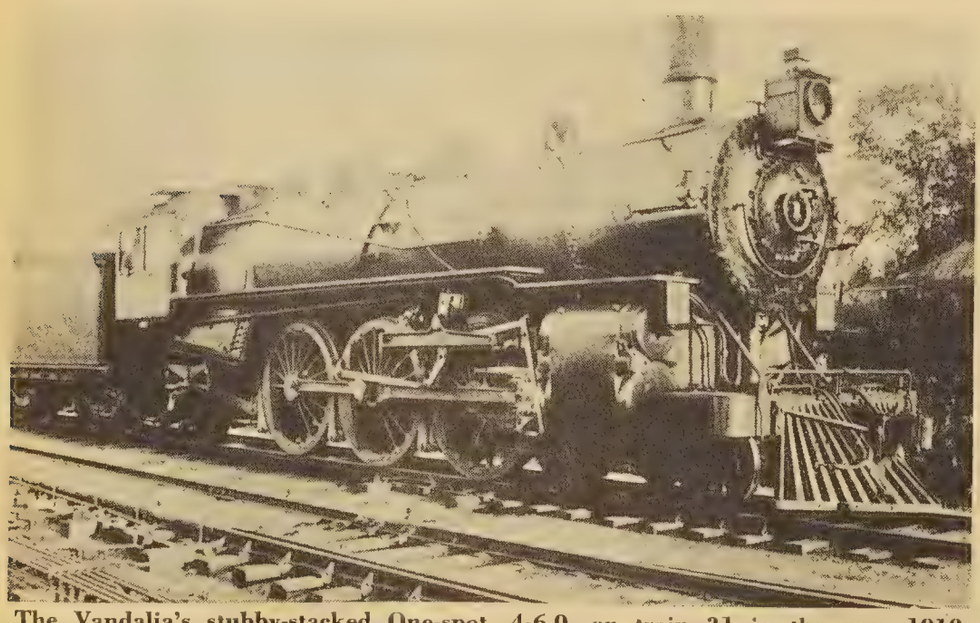
This old switcher, No. 194, was scrapped before PRR took over the Vandalia.
Pennsylvania Railroad

who, because of the bumpy dirt road on U.S. Route 40, was nearly bounced out several times.

YOU COULD often tell a good hogger by listening to his exhaust. Some men were so scared of their jobs that they would follow the company instruction to use valve oil sparingly because it was expensive, and as a result their reverse levers would jump almost out of the notches, but capable runners used enough oil regardless of rules.

Dutch Andy believed he was entitled to use all the valve oil he needed. He applied it to the guides and driving boxes and would give the lubricator a drop every ten seconds if he thought that by doing so it would make another revolution. Valve oil was sometimes termed "master mechanic's blood." The master mechanics were often on my father's neck, but his record for fast and safe running was well known and he always insisted that his engine be kept in first-class condition. One day a newspaper reporter rode in the cab of train No. 6 with my father and Fireman Jim Snadden from Effingham to East St. Louis, and wrote about that trip:

You look at Dutch Andy's Seth Thomas clock mounted next to the steam gage: 25 miles in 23 minutes! . . . I thought the whistle would blow my ears off. The bell was rung almost contin-



The Vandalia's stubby-stacked One-spot, 4-6-0, on train 31 in the year 1910.

Two-car pay train on Vandalia Line.

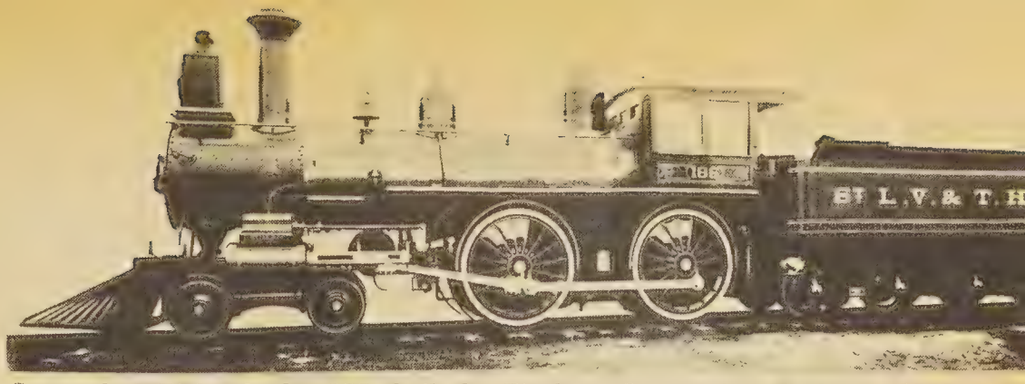
ually. There was the noise of the fireman's swinging his firedoor when shoveling in coal. The train going over road crossings and through small towns about 65 miles per hour!

After one has become accustomed to the horrible din of the engine and the fearful apprehension that the train will leap from the track any minute, one has a terrible fascination in this strange ride. You forget that a rock slide, a loose or broken rail may, in the twinkling of an eye, hurl you to an instant and horrible death.

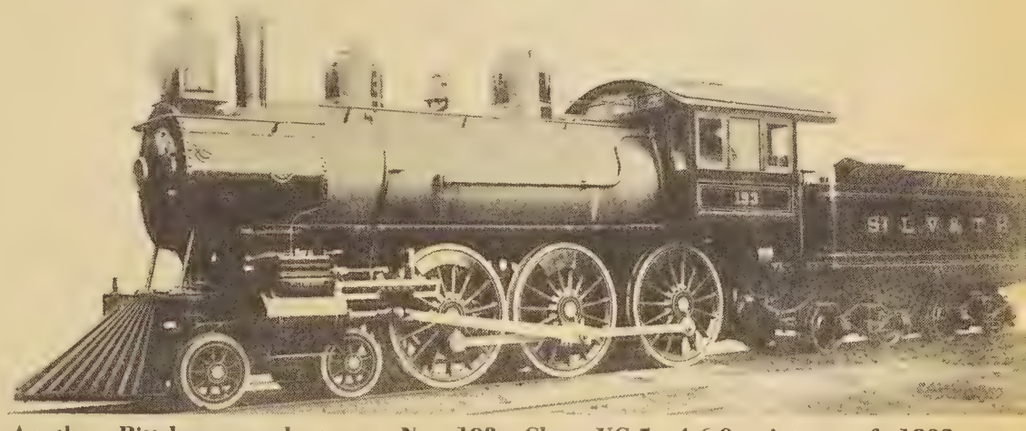
You look at the sober-faced engineer, Dutch Andy. He is calm. You feel he understands the business of running his engine. He knows every inch of this railroad; he knows every signal and light, every train that runs on it and just where every train is. Yes, he even knows all the farmers who live along this railroad line. Especially does he know how many good-looking girls there are in each town. He waves at them all—if it is daytime—and at night he whistles a peculiar signal. . . .

Old Dutch Andy's fast runs on the Vandalia have become a legend. I wish I could have fired for him. But I didn't give practically an entire lifetime to railroading as he did. Instead of the 54 years my father railroaded, I can boast only about fourteen. I continued firing until after the road received its first steel passenger cars. Then on March 5, 1914, I was promoted to engineer.

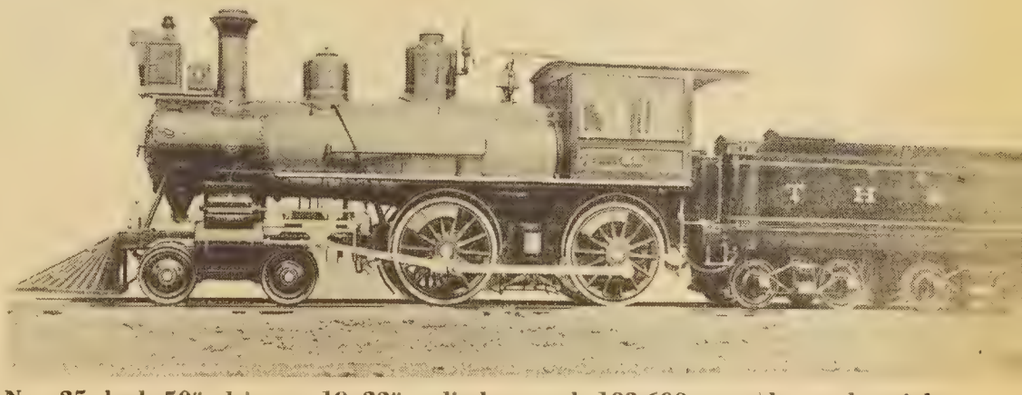
NOT LONG after that the Pennsy took over the old St. Louis, Vandalia & Terre Haute, which became its St. Louis Division. Pretty soon my father began catching the new Pennsy K-1's, often referred to as "flat-tops." You should have heard him holler when he was assigned to one of them, No. 30. He didn't want her and he complained loudly to the master mechanic. Thereupon his favorite engine, No. 11,



Cap-stacked Eight-wheeler 185, built by Pittsburg Locomotive Works in 1888.



Another Pittsburg product was No. 193, Class VG-5, 4-6-0, vintage of 1892.

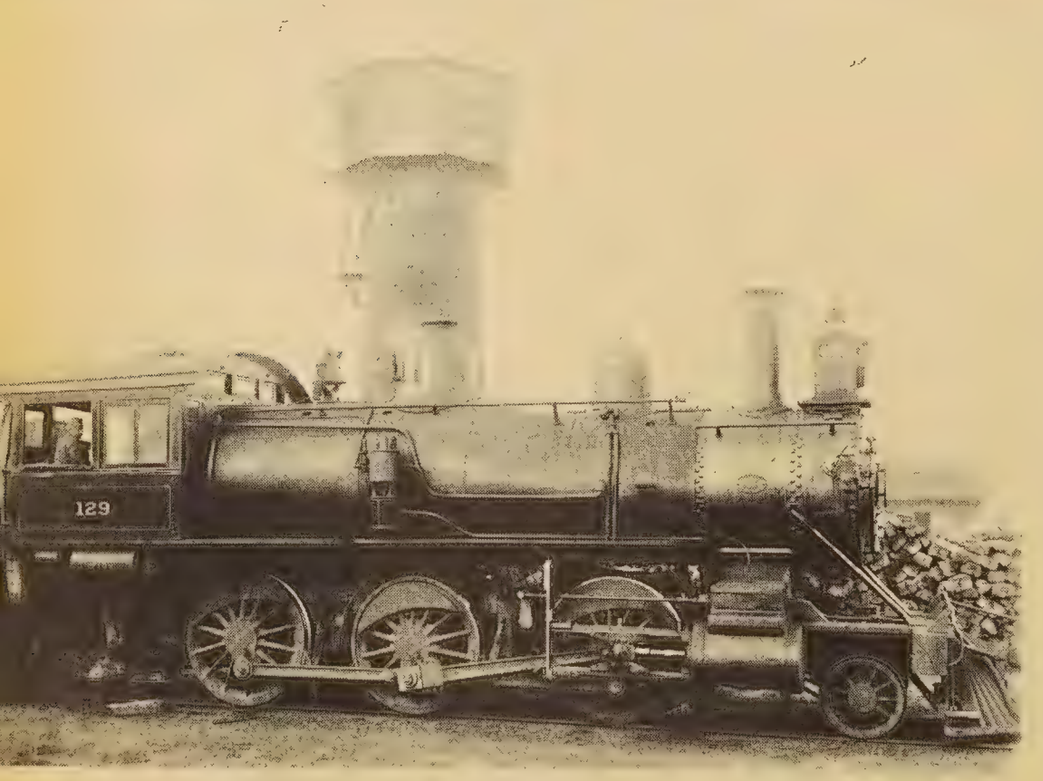


No. 25 had 50″ drivers, 19x22″ cylinders and 103,600 pounds total weight.

Half-open switch wrecked the Effingham accommodation at Collinsville one Sunday morning, killing Fireman Chas. Sandefer, injuring Engr. H. A. Bauers. Our author, then a boy, is shown in white shirt standing beside the engine.

It had no armed guard. (See page 18.)

March, '56: former Vandalia 0-6-0 switcher is working as No. 36 of Norfolk & Portsmouth Belt Line at South Norfolk, Va.
H. Reid, 8549 Wayland St., Norfolk, Va.



No. 129, Class VF-4, pictured at Effingham, was built by Pittsburg in 1900.

a fast Pacific type with a superheater, was returned to him. Only a determined old runner like Pop could have gotten away with such a complaint, even in those days.

As 1916 drew to a close I resigned from the Vandalia and became a traveling salesman for a hardware company. But even then I wasn't through with railroading. When America entered the first World War, locomotive engineers were in short supply. I was sent to the Union Pacific at Cheyenne, Wyoming, in sub-zero weather. After the inevitable exam and a student trip to Laramie, I spent a month on a yard goat and then, at my own request, was transferred to the Santa Fe's Eastern Division.

I was still pulling Santa Fe throttles in 1921 when Pop reached the end of his long trail. Although he lacked but a month of seventy years, Old Dutch Andy had not taken a pension but continued to work even after the wartime emergency had ended. He died only a few hours after he had run his engine.

No. 420, Class H-10s (Lima, 1916) had 62" driving wheels and 26x28" cylinders.

No. 11, to St. Louis with train 31, which proved to be his last run. Pop was a great railroad man. He never had a reportable accident and was never called on the carpet for overlooking or misreading a train order. Sure, he had learned how to read, even with only three days of formal schooling.

My world seemed to collapse at the news of his death, but I picked up the pieces and continued railroading for the Santa Fe until I was cut off the board a year later. Since then I have been a sales engineer and a manufacturing engineer in oil, aircraft, and other industries. While I worked for the Vandalia the men called me "Young Dutch Andy." A later nickname came from the time I was selling Oakite products. I sold so many carloads of Oakite that the men dubbed me "Carload Andy," and the name stuck.

I never went back to railroading, except through the pages of *Railroad Magazine,* but in recent years I've been collecting information and pictures of my first love, the Vandalia Line. Any oldtimers who used to work on the Vandalia can reach me at 1322 North Ontario Street, Burbank, California.

Even though the Vandalia became part of the Pennsy in 1917, employees of the various roads in the St. Louis Terminal area still refer to the trains on that line as "Van" trains. One July morning in 1953 William L. Wright, the Pennsy passenger manager, visiting St. Louis, phoned the dispatcher's office of the Terminal Railroad Association of St. Louis to find out whether or not the westbound *St. Louisan,* train 33, was on time.

"How is Pennsylvania 33 this morning?" he inquired.

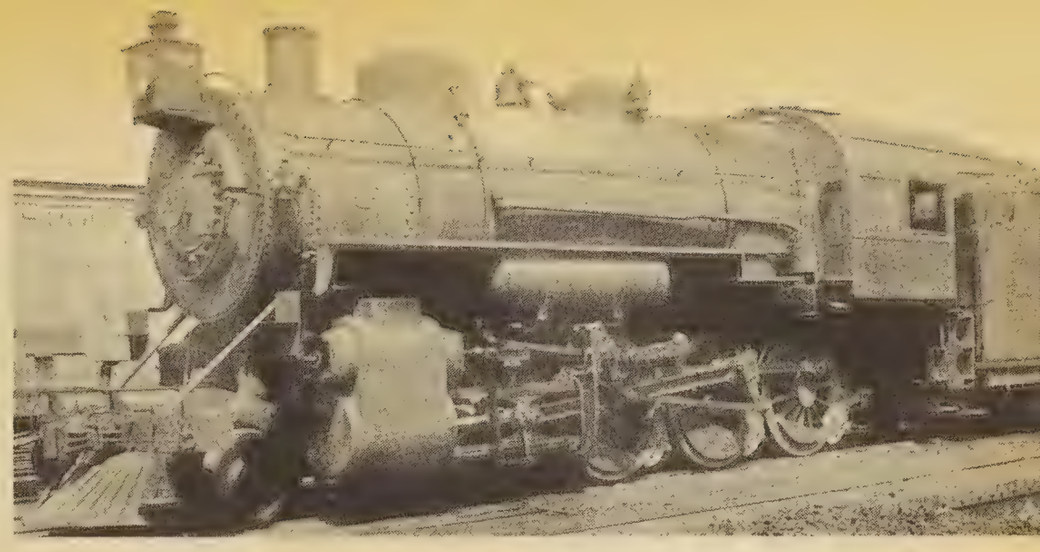
"What?" asked the dispatcher.

Wright repeated his question.

"Oh," said DS, "you're looking for Van 33. It's on time."

Even today, as I happen to know, cars that are being transferred from the TRRA of St. Louis to the Pennsy bear route cards marked "Van." ●

***(Coming in near future:* Alltime roster of the Vandalia Line.)**



Locomotives of Vandalia Line

Compiled by Charles E. Fisher

(May 1, 1917, date of unification with Pennsylvania RR. Classification letters for wheel arrangement are same as those used on PRR.)

Vanda. Nos.	PRR Numbers	PRR Class	Builder	Blt.	Cyls.	Dr.	Weight
1-4	8701-8704	K-21s	Schenec.	1910	24x26	80	256000
5-8	8705-8708	K-21s	"	1912	"	"	263000
9-12	8709-8712	K-21s	"	1913		do	
20-23	8720-8723	E-21	"	1902	20½x26	79	164500
24-28	8724-8728	E-22	"	1903	21x26	79	184000
29-34	8729-8734	E-23s	"	1906	21½x26	79	187700
35-36	8735-8736	E-23s	"	1907		do	
37-38	8737-8738	E-23s	"	1910		do	
105	8832	F-27s	"	1906	21½x26	63	191650
106-116	8833-8843	F-27s	"	1907		do	
117-126	8872-8881	F-24	Pittsbg.	1896	20x26	63	146400
127	8882	F-24	"	1899		do	
128-129	8883-8884	F-24	"	1900		do	
130-134	8862-8866	F-24a	"	1902	20x26	63	141550
135-137	8867-8869	F-24a	"	1903		do	
138-139	8870-8871	F-24a	"	1902		do	
140-143	8844-8847	F-25	Schenec.	1903	21x28	63	182500
144-154	8848-8858	F-25	"	1904		do	
155-157	8797-8799	H-10s	Lima	1916	26x28	62	254080
158	8825	H-9sa	Pittsbg.	1910	25x28	62	237200
159-161	8817-8819	H-9sc	Juniata	1913	"	"	240945
162-167	8800-8805	H-10s	Lima	1915	26x28	62	254080
168	8806	H-10s	"	1916		do	
201	8794	A-22a	Terre H.	1891	16x24	51	79800
203-204	8749-8750	B-6s	Juniata	1910	22x24	56	169050
205-206	8795-8796	B-21	Pittsbg.	1893	18x24	51	91000
207-209	8783-8785	B-23	Baldwin	1902	19x26	51	123750
210-211	8786-8787	B-23	Schenec.	1899		do	
212-215	8788-8791	B-23	"	1902		do	
216-217	8792-8793	B-23	Baldwin	1902		do	
218-220	8770-8772	B-23	Schenec.	1906	20x26	51	148700
221-224	8773-8776	B-23	"	1903		do	
226-239	8755-8768	F-26	"	1904	20x26	51	151500
240-245	8777-8782	B-23	"	1907	20x26	51	148700
246-249	8751-8754	B-6s	Juniata	1912	22x24	56	169050
301-304	8716-8719	D-26a	Schenec.	1899	20x26	79	139000
305-306	8747-8748	D-25	Pittsbg.	1890	19x22	69	102900
307-310	8743-8746	D-10a	Altoona	1892	18x24	69	103600
311-312	8739-8740	D-26	Schenec.	1895	20x24	73	131000
313	8929	G-25	Pittsbg.	1892	20x26	73	138000
326-328	8859-8861	F-25	Schenec.	1904	21x28	63	182500
337-339	8898-8900	H-3a	Juniata	1893	20x24	50	124800
340-341	8901-8902	H-3a	Baldwin	1893		do	
342	8903	H-3a	Juniata	1903		do	
343	8914	H-3b	"	1894	20x24	50	127000
344-345	8915-8916	H-3b	Altoona	1894		do	
346	8885	F-24	Pittsbg.	1900	20x26	63	146400
347-358	8886-8897	F-24	"	1896		do	
359-361	8822-8824	H-9sc	Juniata	1913	25x28	62	240945
362-363	8826-8827	H-9sa	Pittsbg.	1910	"	"	237200
400	8713	G-25b	Pittsbg.	1893	20x26	73	140200
406-407	8741-8742	D-26	Schenec.	1895	20x24	73	131000
408-409	8714-8715	G-25	Pittsbg.	1892	20x26	73	138000
410-414	8807-8811	H-10s	Lima	1915	26x28	62	245080
415	8812	H-10s	"	1916	26x28	62	245080
416-417	8820-8821	H-9sc	Juniata	1913	25x28	62	240945
418-420	8813-8815	H-10s	Lima	1916	26x28	62	245080
421-424	8828-8831	H-9sa	Pittsbg.	1910	25x28	62	237200
425	8816	H-10s	Lima	1916	26x28	62	245080
427	8928	H-2	Columbus	1890	20x24	50	108550
430-431	8904-8905	H-3a	"	1892	20x24	50	124800
432	8906	H-3a	Juniata	1893		do	
433	8907	H-3a	Columbus	1892		do	
434	8908	H-3a	Juniata	1892		do	
435	8909	H-3a	Columbus	1892		do	
436-437	8910-8911	H-3a	Juniata	1892		do	
438-439	8912-8913	H-3a	Ft. Wayne	1891		do	
440-442	8917-8919	H-3b	Juniata	1893	20x24	50	128740
443	8920	H-3b	"	1894		do	
444	8921	H-3b	Altoona	1895		do	
445	8922	H-3b	Baldwin	1892		do	
446	8923	H-3b	Altoona	1894		do	
447	8924	H-3b	"	1895		do	
448	8925	H-3b	Juniata	1894		do	
449	8926	H-3b	Altoona	1894		do	
450	8927	H-3c	Juniata	1893	20x28	50	131175
486	8769	F-26	Schenec.	1904	20x26	51	151500

Station Agent

by JOHN SCHMIDT

Anita Gale gives highball to the crew of Canadian Pacific daily mixed train as it slowly pulls away from the station.

Five photos by the author, c/o Alex Arnott, 85 Barrington Ave., Toronto, Canada

Her assistant is a hard-boiled old tomcat named Charlie, which sits on her desk.

Anita smiles as a telephone caller asks what is in the parcel that has just arrived at the station for him.

Anita delivers empty egg crate to Amish farmer, Lorne Erb. (The Amish folk's religion forbids them to use automobiles.)

ANITA GALE is, I believe, the prettiest station agent on the Canadian Pacific. She's a statuesque blonde with a slow smile that makes you feel, when you first meet, that you've known her for years. If you stick around the little depot at Millbank long enough to watch her work, as I did with a camera, you will note her efficiency. It's not exactly what you'd expect to find in a crossroads hamlet—a rare combination of glamour and know-how.

Anita is 31, the youngest caretaker agent in Ontario. "I love trains," she says, "but I get annoyed when someone phones without identifying himself and asks, 'Is my express parcel in yet?' And there's another foolish question, 'What is in my parcel?' "

Among her chores is delivering express shipments to Amish farmers who invariably drive horse-drawn buggies. She also helps mixed-train crews to 'work the yard.' She keeps the books, answers telephone calls, makes out express money orders, sells tickets, and on cold winter days totes wood for the stove. A tough old tiger tomcat known as Charlie gives the agent moral support. He is the station mascot.

Her dad handled that same depot from 1931 to '41, then he retired; her mother ran it until she died in 1947, and now Anita is carrying on the family tradition. If the idea occurs to you to visit Millbank in hopes of dating a lovely blonde station agent—*don't!* This one is married to a plumber named Charles Gale. They sleep on the second floor of the depot building, undisturbed by the long freight trains that roar by only ten feet away during the night.

She gives switch list to Engr. Herb Pilon of mixed train as other crewmen look on.

B&O diesel No. 51, now 1433, has 48 8x10″ cylinders, 8 traction motors, 2400 gallons fuel capacity, total length 138′.

BALTIMORE & OHIO SYSTEM

Roster compiled by Sy Reich

RR Class	Road Numbers	Ex RR Class	Ex Road Numbers	HP	Builder	Bldr.'s Model	Wheel Arngt.	Tract. Eff.	Weight	Date	Notes
PE-1	1400-1406	DP-5	82, 82A-86, 86A even only, 88	1500	GM-EMD	F3A	B-B	60,850	243,400	1947	1
——	——	DE-1	50	1800	EMC	EB	B-B	?	?	1935	2
——	——	DE-2	52 (1st)	1800	GM-EMC	EA	A1A-A1A	?	?	1937	3
PE-2	1407-1414	DP-3	52 (2nd), 57-63	2000	GM-EMD	E6A	A1A-A1A	53,200	313,300	1940	
PE-3	1415-1432	DP-4	64, 64A-80, 80A even only	2000	GM-EMD	E7A	A1A-A1A	53,500	315,000	1945	
PE-4	1433-1437	DE-2	51, 53-56	1800	GM-EMC	EA	A1A-A1A	55,850	329,000	1937-'8	4
PE-5	1438-1453	DP-6	90, 90A-96, 96A, 26, 26A-32, 32A even only	2250	GM-EMD	E8A	A1A-A1A	55,850	329,000	1950-'3	
PE-6	1454-1457	DP-8	34-40 even only	2400	GM-EMD	E9A	A1A-A1A	56,875	335,000	1955	
PE-1X	2400-2406	DP-5X	82X, 82AX, 84X, 84AX, 86X, 86AX, 88X	1500	GM-EMD	F3B	B-B	61,925	247,700	1947	5
PE-2X	2407-2413	DP-3X	57X-63X	2000	GM-EMD	E6B	A1A-A1A	51,450	303,000	1940-'1	
PE-4X	2414-2419	DE-2X	51X-56X	1800	GM-EMC	EB	A1A-A1A	53,750	319,000	1937-'8	6
PSE-1	3400-3406	RSE-4C	740-746	1500	GM-EMD	GP7	B-B	64,500	258,000	1953	
PSE-2	3407-3412	RSE-9C	747-752	1750	GM-EMD	GP9	B-B	63,275	253,110	1956	7
PSE-2	3413-3425	——	——	1750	GM-EMD	GP9	B-B	63,275	253,110	1956	7
FA-1	4000-4037	DF-7	801,801A-837,837A odd only	1600	Alco-GE	FA-2	B-B	61,625	246,500	1950-'3	
FB-1	4200-4201	DF-9	847, 849	1500	BW	DR 4-4-15	B-B	65,300	261,200	1949	8
FB-2	4202-4220	DF-8	851, 851A-865, 865A odd only, 867, 869, 871	1600	BW, BLHW	RF-16	B-B	63,250	253,000	1950-'3	
FE-1	4400-4405	DF-1	101, 101A-105, 105A odd only	1350	GM-EMD	FTA	22	57,375	229,500	1942	
FE-1	4406-4411	DF-2	107, 107A-111, 111A odd only	1350	GM-EMD	FTA	22	57,375	229,500	1943	
FE-1	4412-4413	——	——	1350	GM-EMD	FTA	22	57,375	229,500	1945	9
FE-2	4420-4459	DF-3	113, 113A-151, 151A odd only	1500	GM-EMD	F3A	B-B	59,700	238,800	1948	10
FE-3	4460-4636	DF-5	153, 153A-171, 171A odd only, 180, 180A-192, 192A even only, 231-237 odd only, 239, 239A-297, 297A odd only, 361, 361A-365, 365A odd only, 367-374, 929, 929A-973, 973A odd only, 975, 977, 977A-993, 993A odd only	1500	GM-EMD	F7A	B-B	61,875	247,500	1948-'53	11
FE-4	4637-4643	PE-1	1400-1406	1500	GM-EMD	F3A	B-B	60,850	243,400	1947	1
FA-1X	5000-5020	DF-7X	801X-817X odd only, 817AX, 819X-837X odd only, 837AX	1600	Alco-GE	FB-2	B-B	61,625	247,200	1950-'3	
FB-1X	5200-5201	DF-9X	847X, 849X	1500	BW	DR 4-4-15	B-B	63,775	255,100	1949	12
FB-2X	5202-5214	DF-8X	851X-861X odd only, 865X, 867X, 867AX, 869X, 869AX, 871X, 871AX	1600	BW, BLHW	RF-16	B-B	62,850	251,400	1952-'3	
FE-1X	5400-5405	DF-1X	101X, 101AX-105X, 105AX odd only	1350	GM-EMD	FTB	22	57,000	228,000	1942	
FE-1X	5406-5411	DF-2X	107X, 107AX-111X, 111AX odd only	1350	GM-EMD	FTB	22	57,000	228,000	1943	
FE-1X	5412-5413	——	——	1350	GM-EMD	FTB	22	57,000	228,000	1945	13
FE-3X	5420-5519	DF-5X	153X-171X odd only, 180X, 180AX-192X, 192AX even only, 231X-237X odd only, 249X-297X odd only, 361X, 363X, 363AX-365X, 365AX, 367X, 367AX-374X, 374AX, 929X-961X odd only, 977X-993X odd only	1500	GM-EMD	F7B	B-B	61,875	247,500	1949-'53	
FE-4X	5520-5526	PE-1X	2400-2406	1500	GM-EMD	F3B	B-B	61,925	247,700	1947	5
FSB-1	6200-6215	RSB-1C	900-905, 899, 890-898	1600	BLHW	AS-16	B-B	61,525	246,100	1952-'5	
FSE-1	6400-6424	RSE-3C	910-922, 720-731	1500	GM-EMD	GP7	B-B	61,875	247,500	1953	
FSE-2	6425-6446	RSE-8C	675-696	1750	GM-EMD	GP9	B-B	61,875	247,500	1955	
FSE-2	6447-6570	——	——	1750	GM-EMD	GP9	B-B	61,875	247,500	1956-'7	
FSE-3	6571	FE-3	4504	1500	GM-EMD	GP9 (mod.)	B-B	61,875	247,500	1957	11
FSE-2	6572-6598	——	——	1750	GM-EMD	GP9	B-B	61,875	247,500	1958	
FSE-2	6599	FE-2	4428	1750	GM-EMD	GP18 (mod.)	B-B	61,875	247,500	1958	
FSE-4	6600-6618	PSE-2	3407-3425	1750	GM-EMD	GP9	B-B	63,275	253,100	1955-'6	7
FSF-1	6700-6701	RSF-2C	906-907	1600	FM	H16-44	B-B	61,500	246,000	1952	
FSF-2	6702-6704	RSF-11C	925-927	1600	FM	H16-44	B-B	61,500	246,000	1955	
FSF-3	6705-6709	——	——	1600	FM	H16-44	B-B	61,500	246,000	1957	
FS6E-1	7400	RSE-5C	760	1500	GM-EMD	SD7	C-C	93,200	372,800	1953	
FS6E-2	7401-7404	RSE-6C	761-764	1500	GM-EMD	SD7	C-C	92,500	370,000	1953	
FS6E-3	7405-7411	RSE-7C	765-772	1750	GM-EMD	SD9	C-C	92,500	370,000	1954	
FS6E-4	7412	RSE-7CW	767	1750	GM-EMD	SD9	C-C	97,425	389,700	1954	
FS6E-5	7413-7414	RSE-10C	773-774	1750	GM-EMD	SD9	C-C	91,750	367,000	1955	
SA-1	8000	DS-1A	195	300	AGEIR	——	B-B	30,000	120,000	1925	14
SA-2	8010-8015	DS-9A	222-227	660	Alco-GE	S1	B-B	49,750	199,000	1944	
SB-1	8200	DS-21B	375	660	Baldwin	V0	B-B	49,250	197,000	1941	15
SE-1	8400-8415	DS-3E	200-215	600	GM-EMD	SW1	B-B	49,500	198,000	1940	
SE-1	8416-8421	DS-3E	216-221	600	GM-EMD	SW1	B-B	49,500	198,000	1942	16
SE-2	8422	DS-2E	199	600	GM-EMC	SW	B-B	53,000	212,000	1936	17
SG-1	8800	DS-7G	194	400	GE	65 ton	B-B	32,775	131,100	1943	18, 19
SG-2	8801-8802	DS-15G	19-20	400	GE	44 ton	B-B	22,000	88,000	1950	
SG-3	8820	DS-8G	198	500	GE	80 ton	B-B	40,325	161,300	1943	20
SA-3C	9000-9018	DS-5AC	534-541, 468-474, 542-545	1000	Alco	S4	B-B	57,500	230,000	1953-'5	
SA-3	9019-9025	DS-5A	475-481	1000	Alco-GE	S2	B-B	57,500	230,000	1943	
SA-3	9026-9033	DS-5A	482-489	1000	Alco-GE	S2	B-B	57,500	230,000	1943-'4	18
SA-3	9034-9077	DS-5A	490-533	1000	Alco-GE	S2	B-B	57,500	230,000	1944-'8	
SA-3	9078-9114	——	——	1000	Alco Pr.	S4	B-B	57,500	230,000	1956-'7	
SB-2	9200-9220	DS-6B	414, 416-420, 422-428, 430-437	1000	Baldwin	VO 1000	B-B	60,000	240,000	1943-'5	21
SB-2C	9221-9224	DS-6BC	413, 415, 421, 429	1000	Baldwin	VO 1000	B-B	60,000	240,000	1945	
SB-3	9225-9249	DS-12B	438-462	1000	BW	DS 4-4-1000	B-B	60,000	240,000	1948	
SB-4	9250-9255	DS-12BA	376-381	1000	BW	DS 4-4-1000	B-B	60,000	240,000	1950	
SB-4C	9256-9273	DS-12BC	382-399	1000	BW	DS 4-4-1000	B-B	60,000	240,000	1950	
SB-6C	9274-9278	DS-19BC	463-467	1200	BLHW	S-12	B-B	60,000	240,000	1953	
SB-5	9366-9375	DS-14L	330-339	1000	LH	Yard Sw.	B-B	60,250	241,000	1949-'50	
SB-5C	9376-9399	DS-14LC	320-329, 340-353	1200	LH	Yard Sw.	B-B	61,500	246,000	1950-'1	
SE-3	9400-9428	DS-20E	625-653	900	GM-EMD	SW900	B-B	57,500	230,000	1955	
SE-4	9500-9508	DS-4E	400-408	1000	GM-EMD	NW2	B-B	62,100	248,400	1940	
SE-4	9509-9511	DS-4E	409-411	1000	GM-EMD	NW2	B-B	62,100	248,400	1943	16
SE-5	9512-9541	DS-11E	560-589	1000	GM-EMD	NW2	B-B	62,100	248,400	1949	
SE-5C	9542-9551	DS-11EC	550-559	1000	GM-EMD	NW2	B-B	62,325	249,300	1948	
SE-6C	9600-9607	DS-17EC	590-597	1200	GM-EMD	SW9	B-B	61,625	246,500	1952	16
SE-6C	9608-9613	DS-17EC	598-603	1200	GM-EMD	SW9	B-B	61,625	246,500	1952-'3	
SF-1C	9700-9709	DS-13FC	300-309	1000	FM	ALT 100.6A	B-B	61,750	247,000	1948	
SF-2C	9710-9719	DS-16FC	310-319	1200	FM	H12-44	B-B	61,750	247,000	1951	
SF-3C	9720-9721	DS-18FC	196-197	1200	FM	H12-44	B-B	61,500	246,000	1953	
SF-4	9722-9726	——	——	1200	FM	H12-44	B-B	61,500	246,000	1957	

Notes on B&O Roster

Roster compiled from data supplied by B&O's Chief Mechanical Officer and is accurate as of Sept. 26, 1961. Locomotive builders: (GM-EMD) General Motors, Electro Motive Div.; (EMC) Electro Motive Corp.; (GM-EMC) General Motors, Electro Motive Corp.; (Alco-GE) American Locomotive Co. —General Electric; (BW) Baldwin-Westinghouse; (BLHW) Baldwin-Lima Hamilton-Westinghouse; (LH) Lima-Hamilton; (FM) Fairbanks-Morse; (GE) General Electric, and (AGEIR) Alco-GE-Ingersoll Rand.

Present classification system: First one or two letters indicates service: (P) passenger, (F) freight, (PS) passenger road switcher, (FS) freight road switcher, (FS6) freight road switcher with six axles, and (S) switcher. Next letter indicates builder: (A) Alco, Alco-GE, Alco Products, or AGEIR; (B) Baldwin, BW, BLHW or LH; (E) EMC, GM-EMC or GM-EMD; (F) FM, and (G) GE.

The number is the class number to distinguish from other units of the same type and manufacture. The next letter indicates additional information: (X) road type booster unit and (C) multiple unit control.

Present numbering scheme: The first digit of the four-digit number indicates the service: (1) passenger cab unit, (2) passenger booster unit, (3) passenger road switcher, (4) freight cab unit, (5) freight booster unit, (6) freight road switcher, (7) six-axle road switcher, (8) low horsepower yard switcher, and (9) high horsepower yard switcher. The second digit indicates the builder: (0, 1) Alco, Alco-GE, Alco Pr., AGEIR, (2, 3) Baldwin, BW, BLHW, LH, (4, 5, 6). GM-EMC, EMC, GM-EMD, (7) FM. (8) GE. Next two digits are unit number.

Old classification system: For cab units and switchers, the first letter is D to indicate diesel. For cab units, P follows to indicate passenger, and F to indicate freight. The original passenger units were DE class to indicate diesel-electric. The next number designates the order in which the class was received. A suffix X indicates booster units.

For diesel switchers, S always follows the D. The number signifies the order in which the class was received. The first suffix letter indicates the builder according to the same code as used for new classes. The last suffix letter denotes special equipment: (C) multiple unit control, (A) to create a subclass almost identical. The exception is that L was used instead of B as the builder's suffix for LH units. Road switchers were classed RS followed by a letter denoting builder according to the code cited for new classes. The next number indicates the order in which classes were received. The suffix C denotes multiple unit control, W ballasted units. If anyone can make head or tail out of the old number scheme, let us know.

Numbered notes: (1) 1400-1406 converted to freight operation and renumbered 4637-4643, reclassed FE-4.

(2) Reclassed DP-1, sold to Chicago & Alton, inherited by GM&O, renumbered 1200. This was a cab-type booster unit, that is, it did not have a streamlined front. Scrapped.

(3) Reclassed DP-2, sold to C&A, inherited by GM&O, renumbered 100A. Rebuilt March '53 to an E8A.

(4) Reclassed DP-2. The original body of 51 is now in the B&O Museum with another cab body on the road. All units rebuilt to E8A (mod.) (2000 hp, new TE and weight quoted), reclassed DP-7.

(5) 2400-2406 converted to freight operation, renumbered 5520-5526, reclassed FE-4X.

(6) Reclassed DP-2, rebuilt to E8B (mod.) (2000 hp., new TE and weight quoted), reclassed DP-7X.

(7) 3407-3425 renumbered 6600-6618, reclassed FSE-4 in 1953 when converted to freight service.

(8) Ex Elgin, Joliet & Eastern 700A-701A.

(9) Ex New York, Ontario & Western 806A-807A.

(10) 4428 rebuilt to 6599 by GM-EMD.

(11) 4504 rebuilt to 6571.

(12) Ex EJ&E 700B-701B.

(13) Ex NYO&W 806B-807B.

(14) Formerly No. 1, 1000, 300; sold to Max Solomon, Pittsburgh, Pa.

(15) Ex EJ&E 272.

(16) Owned by Baltimore & Ohio Chicago Terminal.

(17) Modified to SW (mod.) in 1955 with a rating of 800 hp.; TE and weight are after modification.

(18) Owned by Staten Island Rapid Transit.

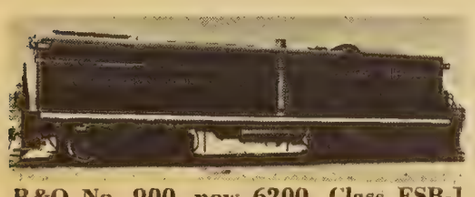
(19) Sold to Manufacturer's Equipt. Co., Cleveland.

(20) Sold to Beech Mt. RR., not renumbered.

(21) 9212 converted to SB-2C.

(22) FTA and FTB with same two last digits coupled as (B-B) × (B-B).

Coming in next issue (June, out April 3): locomotive rosters of the New York Central and the Western Maryland. ●



B&O No. 900, now 6200, Class FSB-1.

George Hart, wearing tie, visits Walter A. Lucas, railroad historian, at latter's home in Hawthorne, N.J. (above) Typical of pix taken by George is this shot of N&W Y-8 pulling freight through Webster, Va.

Interesting Railfans: No. 7—GEORGE HART

BIGGEST thrill in his life was the day in 1959 when George M. Hart was told by telephone that a Reading T-1 would run again that October. To him at the time it seemed incredible. Why, the system was dieselized! Virtually the entire fleet of steam engines that the Reading had built proudly over the years, bought, or rebuilt was reduced to scrap metal. Very few T-1's were left. The news that one would actually go back into service was too much for George, who loves steam power, especially Reading steam power. He gasped into the phone: "What's that—what—a T-1 will run? You're kidding, aren't you?"

George's favorite railroad is the Reading. He lives near the Newtown branch tracks. Mailing address: P.O. Box 237, George School, Pa. As a lad he attended that school, later returned as a member of the History Department. Today he is assistant business manager there. His contract with the school has a special clause excusing him on dates of Reading Iron Horse Rambles.

"From the very start of those Rambles," says Harry Hammer, the Reading's Director of Public Relations, "George has had a vital part in planning those trips. It was Bob Crampton, my former assistant, who told him the news about the T-1. George and Bob are pals. Months in advance they picked out routes for the Rambles, using topographical maps to spot the best curves for picture stops. George helps to prepare the itineraries we give passengers on each trip. He also writes 'whistle, bell, and smoke' scripts for the engine crew to take full advantage of the wonderful sights and sounds of steam locomotives. And often we refer questions on Reading history to him. You might even say that George Hart is an unofficial member of the Reading staff."

He checked on Bert Pennypacker's "103 Years of Reading-Built Locomotives" (Dec. '61) before we published it. Prior to that he wrote a 26-page article on engine cabs for our Oct. '43 issue. But his most famous writing job is the 114-page *History of the Locomotives of the Reading Company*, including an alltime steam roster, that the Railway & Locomotive Historical Society issued May '46 as *Bulletin No. 67*. He belongs to the R&LHS and the National Railway Historical Society.

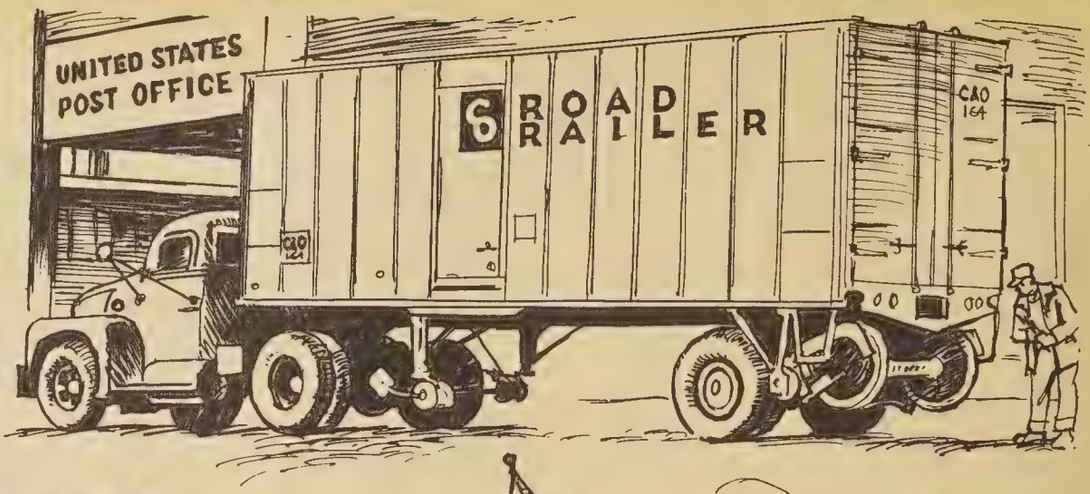
George has memories of many happy boyhood hours spent at the Reading depot in Doylestown, Pa., watching ten-wheel Camelbacks being reversed on the turntable. In 1930, at age 11, he began taking pictures of them, and still later he took to riding engine cabs.

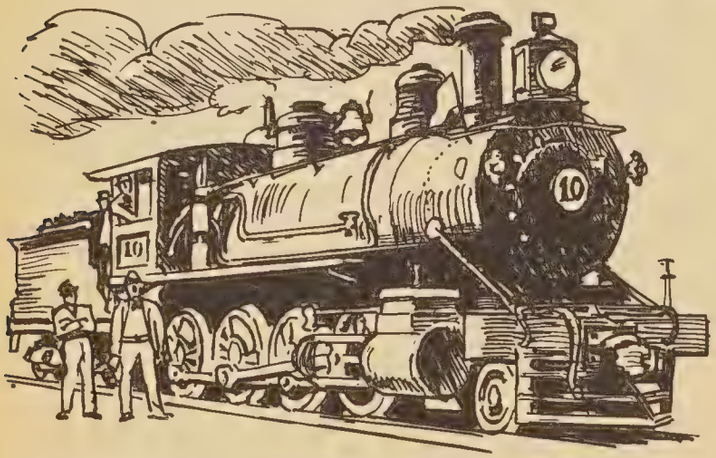
(Next issue: E. J. Quinby, founder of the Electric Railroaders' Association)

ALONG THE IRON PIKE

by Joe Easley

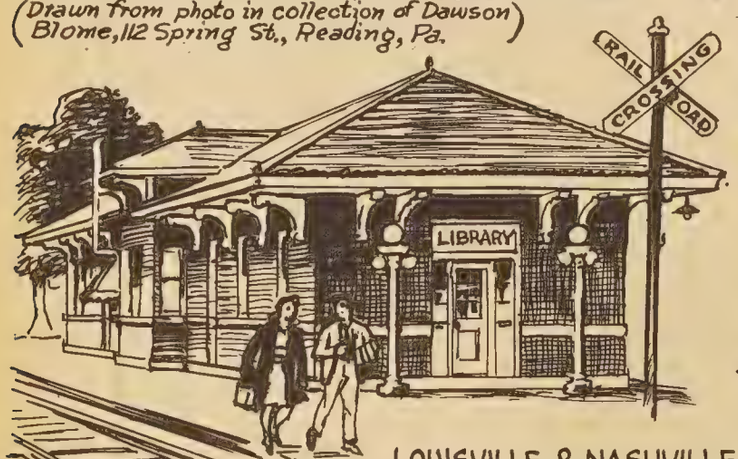
CHESAPEAKE & OHIO IS NOW CARRYING FAST MAIL AND EXPRESS OUT OF DETROIT ON 20 "ROADRAILERS." EACH VEHICLE HAS TWO SETS OF WHEELS SO IT CAN RUN ON BOTH RAILS AND HIGHWAYS.



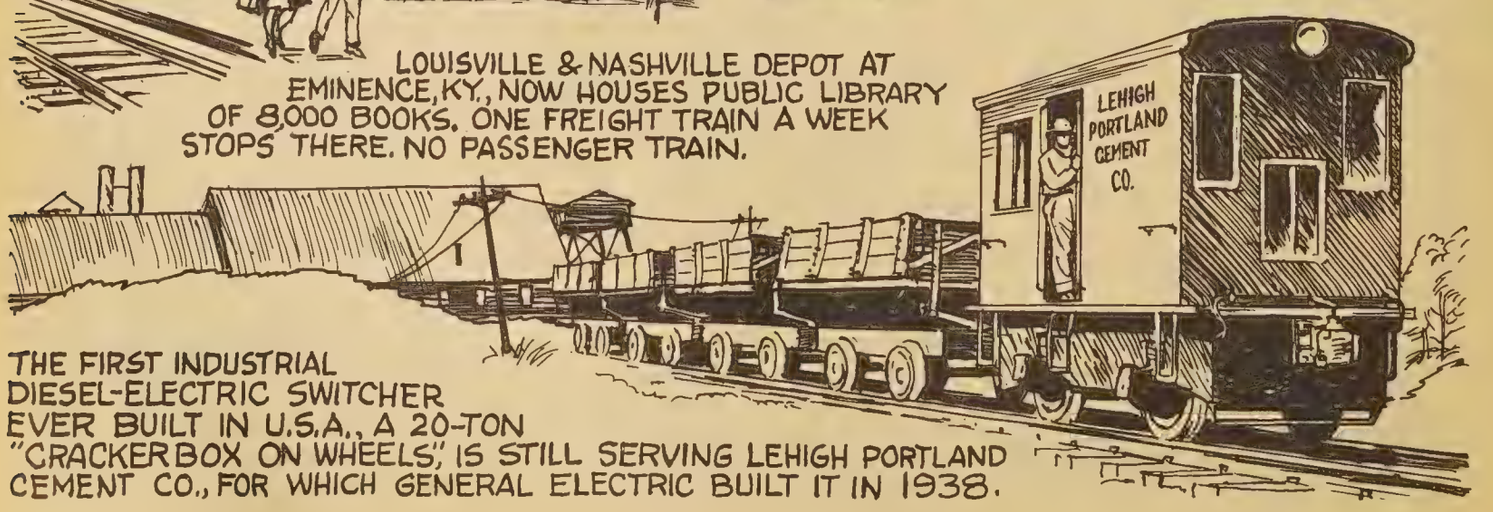


THIS ENGINE, WILMINGTON & NORTHERN NO. 10, BLEW UP NEAR ELVERSON, PA., ABOUT 60 YEARS AGO. THE PHILA. & READING REBUILT HER, RENUMBERED HER 1022, AND USED HER MANY YEARS.
(Drawn from photo in collection of Dawson Blome, 112 Spring St., Reading, Pa.)

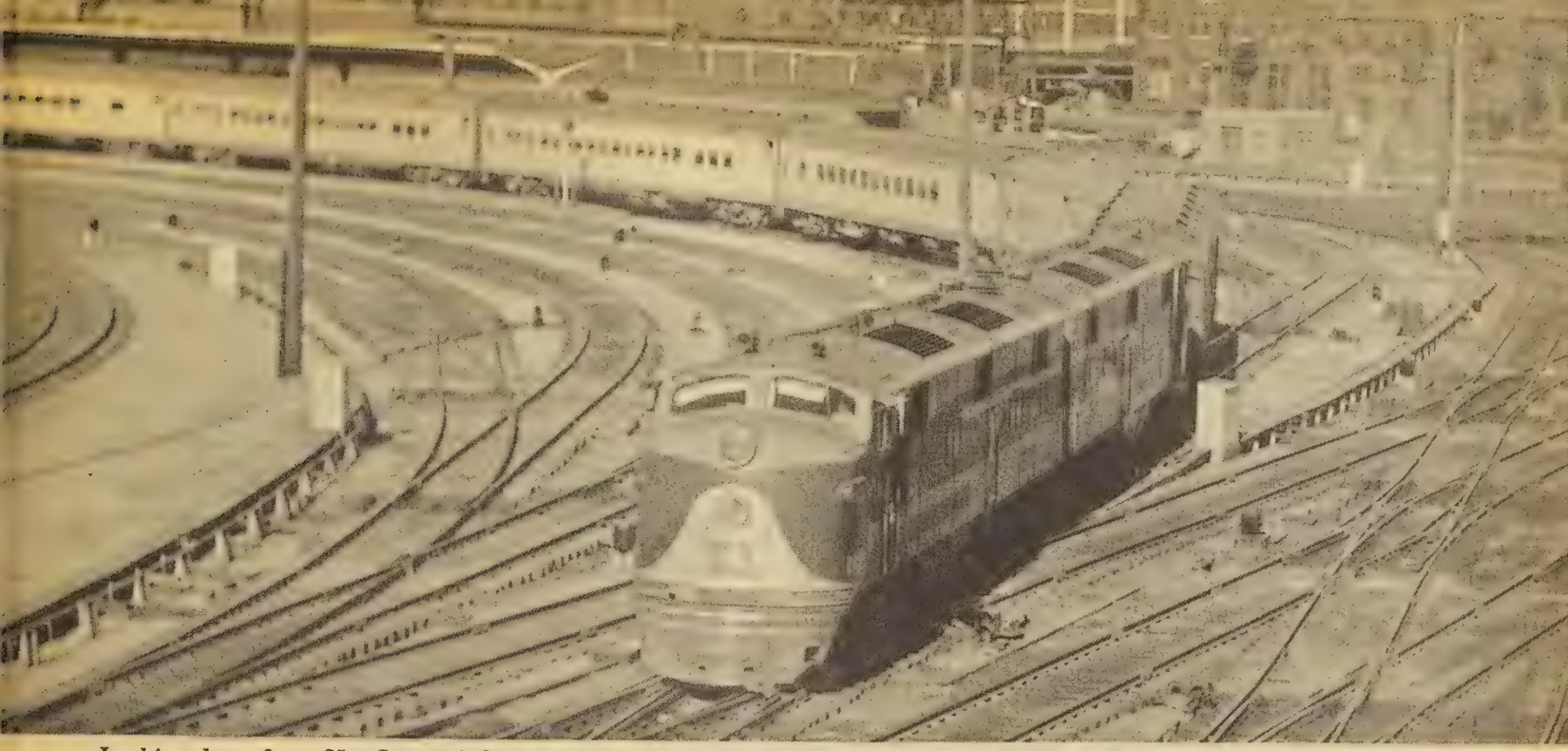
A LANDMARK FALLS. THE HISTORIC UNION STATION AT PORTLAND, MAINE, WAS DEMOLISHED RECENTLY TO MAKE WAY FOR HUGE SHOPPING CENTER TO BE BUILT THERE.



LOUISVILLE & NASHVILLE DEPOT AT EMINENCE, KY., NOW HOUSES PUBLIC LIBRARY OF 8,000 BOOKS. ONE FREIGHT TRAIN A WEEK STOPS THERE. NO PASSENGER TRAIN.



THE FIRST INDUSTRIAL DIESEL-ELECTRIC SWITCHER EVER BUILT IN U.S.A., A 20-TON "CRACKERBOX ON WHEELS," IS STILL SERVING LEHIGH PORTLAND CEMENT CO., FOR WHICH GENERAL ELECTRIC BUILT IT IN 1938.



Looking down from 21st Street viaduct as Wabash train No. 9, the *City of St. Louis*, pulls out of the St. Louis Union Station.
Bob Carper, 30 Avenue A, Rochester 21, N.Y.

Locomotives of Wabash RR.

Roster compiled by Sy Reich

RR Class	Road Nos.	HP	Builder	Bldr's. Model	Wheel Arngt.	Tract. Eff.	Weight	Date	Notes
D-3	51	300	GE	44 ton	B-B	25,800	88,840	1939	1
D-6	100	600	Alco	HH 600	B-B	60,000	197,500	1939	
D-6	101-111	600	GM-EMD	SW1	B-B	60,000	197,500	1939-'49	2
D-8	120-121	800	GM-EMD	SW8	B-B	68,500	231,625	1950	
D-8	122-124	800	GMD	SW8	B-B	68,500	231,625	1951	
D-8	125-126	800	GM-EMD	SW8	B-B	68,500	231,625	1951	
D-8	127	800	GMD	SW8	B-B	68,500	231,625	1951	
D-8	128-132	800	GM-EMD	SW8	B-B	68,500	231,625	1953	
D-6	150	600	Alco	HH 600	B-B	60,000	198,200	1940	
D-6	151-159	660	Alco-GE	S1	B-B	60,000	198,200	1941-'8	
D-6	200	660	Baldwin	VO 660	B-B	60,000	198,000	1941	3
D-6	201-202	660	BW	DS 4-4-6	B-B	60,000	199,000	1947	
D-10	300-302	1000	Baldwin	VO 1000	B-B	72,220	240,000	1942-'4	
D-10	303-304	1000	BW	DS 4-4-1000	B-B	72,220	240,730	1946,'9	
D-12	305-306	1200	BLHW	S-12	B-B	69,900	236,670	1951	
D-12	307-309	1200	BLHW	S-12	B-B	70,670	239,120	1953	
D-10	310-321	1000	Alco-GE	S2	B-B	69,150	230,500	1942-'9	
D-10	322-324	1000	Alco	S4	B-B	69,150	230,500	1953	
D-10	347-349	1000	GM-EMD	NW2	B-B	62,100	248,540	1940-'1	16
D-10	350-352	1000	GM-EMD	NW2	B-B	73,500	245,500	1946,'9	
D-12	355-362	1200	GM-EMD	SW7	B-B	72,990	246,580	1950	
D-12	363-374	1200	GM-EMD	SW9	B-B	72,990	246,580	1951-'3	
D-12	375-379	1200	GM-EMD	SW1200	B-B	72,990	246,580	1954,'7	
D-10	380-383	1000	FM	ALT 100.6A	B-B	72,270	240,900	1946,'9	
D-12	384-386	1200	FM	H12-44	B-B	72,270	244,370	1953	
D-12	400-411	1200	LH	Yd. Sw.	B-B	72,930	246,480	1950	
D-15	450-452	1500	GM-EMD	GP7	B-B	70,160	237,350	1950	
D-15	453	1500	GMD	GP7	B-B	70,160	237,350	1951	
D-15	454-483	1500	GM-EMD	GP7	B-B	70,160	237,350	1951-'3	4
D-17	484-495	1750	GM-EMD	GP9	B-B	73,120	252,835	1954-'6	
D-24	550-551	2400	FM	H24-66	C-C	107,830	378,400	1954	
D-48	552, 552A-554,554A	4800	FM	H24-66	(C-C)÷(C-C)	217,440	757,040	1956	5
D-24	552-557	2400	FM	H24-66	C-C	108,720	378,520	1956	5
D-15	600-608	1500	GM-EMD	F7B	B-B	67,630	230,530	1949	6
D-15	609-656	1500	GM-EMD	F7A	B-B	68,050	231,920	1949-'50	7
D-15	657-676	1500	GMD	F7A	B-B	67,270	229,000	1950-'1	8
D-15	677-724	1500	GM-EMD	F7A	B-B	67,210	228,810	1951-'3	9
D-15	725-726	1500	GMD	F7A	B-B	67,270	229,000	1953	10
D-15	800-804	1500	Alco-GE	FB-1	B-B	65,990	226,790	1949	11
D-15	805-814	1500	Alco-GE	FA-1	B-B	68,180	234,270	1949	12
D-22	1000	2250	GM-EMD	E8A	A1A-A1A	56,960	304,220	1951	
D-20	1001, 1001A, 1002, 1002A	2000	GM-EMD	E7A	A1A-A1A	62,020	309,710	1946,'9	14
D-22	1003-1015	2250	GM-EMD	E8A	A1A-A1A	56,960	304,220	1949-'53	15
D-20	1016-1017	2000	GM-EMD	E7A	A1A-A1A	62,020	309,710	1947,'6	14
D-20	1020, 1020A, 1021, 1021A	2000	Alco-GE	PA-2	A1A-A1A	59,970	309,110	1949	13
D-20	1050-1053	2000	Alco-GE	PA-2	A1A-A1A	59,970	309,110	1949	13
D-45	1100, 1100B, 1100A-1108, 1108B, 1108A	4500	GM-EMD	F7A, F7B, F7A	(B-B)÷(B-B)÷(B-B)	203,730	694,370	1949	6,7
D-30	1140, 1140A-1154, 1154A	3000	GM-EMD	F7A, F7A	(B-B)÷(B-B)	136,100	463,840	1949-'50	7
D-30	1155, 1155A-1164, 1164A	3000	GMD	F7A, F7A	(B-B)÷(B-B)	134,540	458,000	1950-'1	8
D-30	1165, 1165A-1188, 1188A	3000	GM-EMD	F7A, F7A	(B-B)÷(B-B)	136,100	463,840	1951-'3	9
D-30	1189, 1189A	3000	GMD	F7A, F7A	(B-B)÷(B-B)	134,540	458,000	1953	10
D-45	1200, 1200B, 1200A-1204, 1204B, 1204A	4500	Alco-GE	FA-1, FB-1, FA-1	(B-B)÷(B-B)÷(B-B)	202,350	495,330	1949	11,12

No. 380, Class D10, 1000 horsepower.

Miscellaneous Notes

Roster was compiled from data supplied by Wabash's Acting Manager of Motive Power and Car Equipment and is accurate as of Nov. 15, 1961. Locomotive builders: (GE) General Electric; (Alco) American Locomotive Co.; (GM-EMD) General Motors—Electro Motive Div.; (GMD) General Motors Diesel Ltd.; (BW) Baldwin-Westinghouse; (BLHW) Baldwin-Lima-Hamilton-Westinghouse; (FM) Fairbanks Morse; (LH) Lima-Hamilton.

(1) Sold to Merrilees Equipment Co., Toronto.

(2) 101, 104 sold to Peabody Coal Co., St. Louis, Missouri. Nos. 106-107 sold to Granite City Steel Co., Granite City, Ill. Nos. 102-103 sold to Bonhomie & Hattiesburg Southern and renumbered 2, 1. No. 105 sold to Tulsa-Sapulpa Union Ry., not renumbered. No. 106 assigned to Blast Furnace Department and not renumbered; No. 107 assigned to Steel Plant and renumbered 602.

(3) Sold to Lake Erie & Ft. Wayne, a Wabash subsidiary, not renumbered.

(4) 454 wrecked and scrapped.

(5) Units 552A-554A renumbered 555-557 and all reclassed D-24.

(6) Units 1100B-1108B renumbered 600-608.

(7) Units 1100, 1100A-1108, 1108A, 1140, 1140A-1154, 1154A renumbered 609-656.

(8) Units 1155, 1155A-1164, 1164A renumbered 657-676.

(9) Units 1165, 1165A-1188, 1188A renumbered 677-724.

(10) Units 1189, 1189A renumbered 725-726.

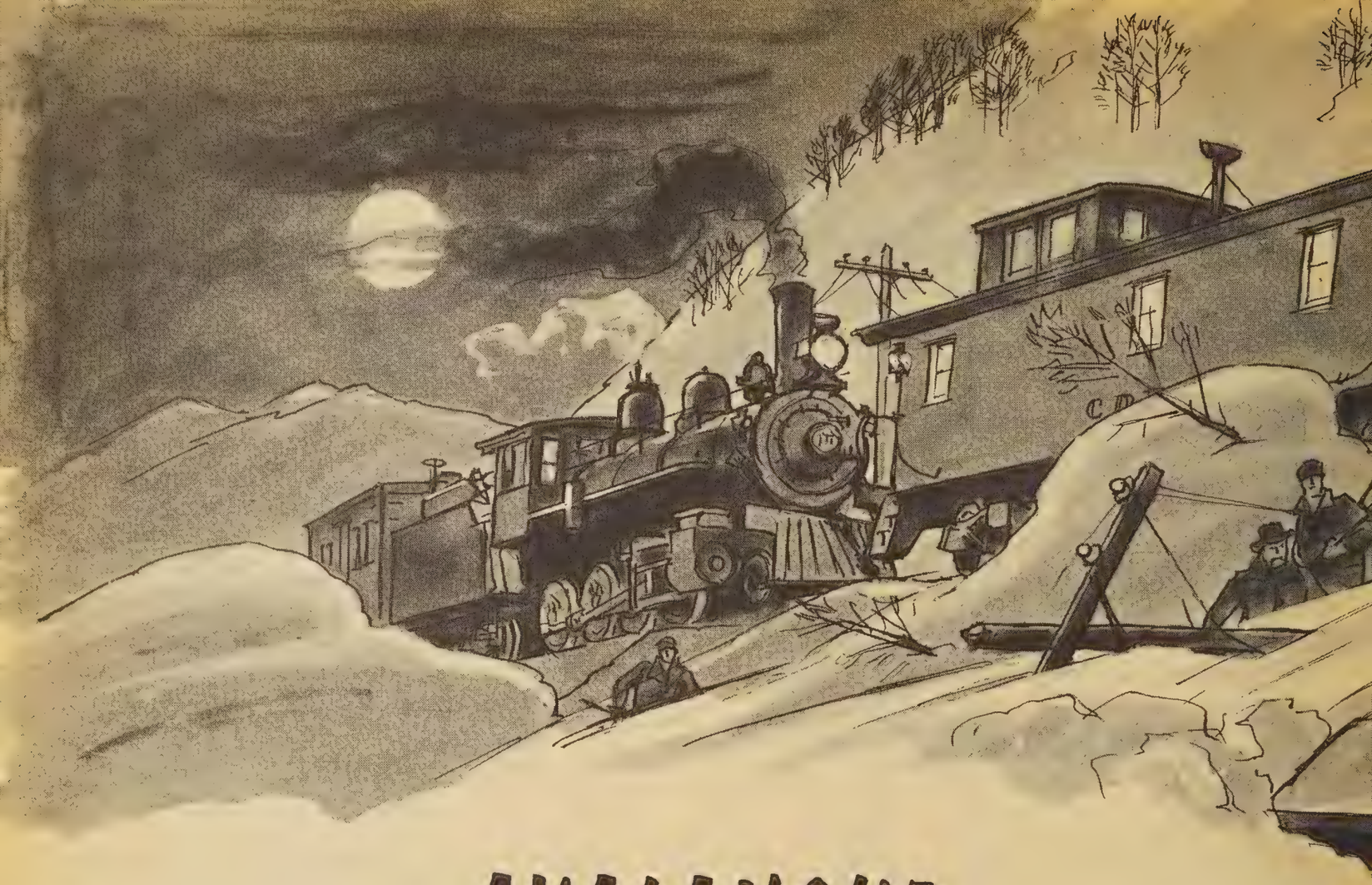
(11) Units 1200B-1204B renumbered 800-804.

(12) Units 1200, 1200A-1204, 1204A renumbered 805-814. (13) Units 1020, 1020A, 1021, 1021A renumbered 1050-1053.

(14) Units 1001A, 1002A renumbered 1016-1017.

(15) Units 1013-1014 involved in grade-crossing accident. Only 1013 probably will be repaired and returned to service.

(16) Units 347-349 ex Nickel Plate 95-97, Class ES-10A. Also purchased was NKP 98, Class ES-10A, which became Des Moines Union Ry. No. 5. The DMU is, like the New Jersey, Indiana & Illinois, the Lake Erie & Ft. Wayne and the Ann Arbor, a Wabash-owned railroad. ●



AVALANCHE

fiction story by EDMUND PUGSLEY/ ILLUSTRATION BY JOE EASLEY

Adapted from a RAILROAD classic copyrighted 1934 by Popular Publications, Inc.

A TRAINMAN, smartly uniformed, came through *The Dominion,* the Canadian Pacific transcontinental limited, closing the windows and vents, switching on lights. He nodded to the thin grizzled man who was puffing at a briar pipe and gazing out the window. A young Canadian soldier on a furlough, seated opposite the old fellow, leaned over and asked, "Is this the big tunnel?"

"Yes," came the reply, "this is the Connaught Tunnel."

"I thought so. A great engineering feat. Did away with a rather treacherous bit of road."

"Rogers Pass," murmured the oldtimer. "In those days we called it the Hog's Back."

The soldier straightened up respectfully. "Then you worked on it? You're a railroader?"

"That's right."

"It must have been dangerous work. Close calls and that sort of thing."

The gaunt one sucked on his pipe. "You couldn't work on the pass very long without playing poker with Death."

"Oh!" A pause. "Would you mind telling me some of your experiences?"

"How's that? Experiences?" He stared out the window. "Here's the Connaught Tunnel now."

The coach entered a long dark passageway and for a while nothing could be seen through the windows. Only faint reflections on the glass. The ancient fellow studied the floor a minute. Then he looked across the aisle at his traveling companion.

"An old retired engineer named Bob Patterson," he mused, "holds the record for close calls up there on the Hog's Back. Maybe you'd like to hear about him — and the story of the double avalanche?"

"Sure would, mister," said the soldier eagerly.

The oldtimer settled himself comfortably and reached back into the past.

IT'S A MYSTERY, he began, how Fate fumbles the deal sometimes. Take the case of Bob Patterson, a tall, gray-haired, muscular fellow. I remember him as a young man when he was one of the wildest runners in the Selkirks. Always taking chances. Then a cute little blonde named Goldie Marshall tamed him down. One day she was due in town on the next train so they could get married. Bob considered himself the luckiest guy in the Canadian West, but all of a sudden he was clutching a yellow telegram in his fist and yelling like mad for everybody to help him drink dry the Grizzly Bear saloon.

The telegram was signed "Goldie Marshall." It said she was sorry but was going away with some other man and would always think kindly of Bob. Actually, it didn't come from Goldie at all. One of the other hoggers, Joe Jarvis, had planted it as a practical joke. Joker Joe was just a damn fool. Didn't know the first thing about human nature.

Joe kept digging till he found the cab, then shouted for help.

Bob took it seriously. He thought the girl had double-crossed him. Of course, "the boys" meant to tell him in due time and watch him join in the laugh. But they didn't figure on Fate. Fate and the shop whistle.

If you've ever lived at Donald here in the valley or any other divisional point you know what the shop whistle means to railroad men and their families. Its wail could be a call to go to work, or to quit for the day, or it could spell disaster. Every time it summoned a wrecking crew it sent cold shivers down the backs of every man and woman in town.

In a little while we'll stop at Donald, or what's left of it. Those purplish hills embroidering the old Hog's Back cast a spell over the folks who lived there and made 'em moody. For most of the year the hills were quiet and well behaved. Then one day without warning all hell would break loose up along the ridge, and the shop whistle would wail.

That's what occurred on Bob's wedding day. Only it wasn't his wedding day. He and Goldie had planned to take their vows in the small, red, brick, Presbyterian church at Donald that very evening. Bob got two weeks' leave of absence and I think they were going to Niagara Falls.

Goldie had been in town on several occasions and we were all crazy about her. A gentle young thing she was. Gentle and efficient. One morning a switching engine hit a stray black dog a glancing blow that broke his leg. Goldie was there when it happened and in no time at all she set that leg in a splint. You might have thought she was a veterinarian or at least a trained nurse, but she wasn't either. The dog was up and around again on all fours a week or so before the wedding date. We all adopted him as a roundhouse pet. Bob named him Shaggy.

I will always remember what Goldie looked like in those days. I can still see her dressed in a smartly-tailored gray suit, with large firm breasts jutting out, that many other girls must have envied, and slim beautiful legs in black silk stockings, and a neat little posterior, and she was sweet to look upon. The men agreed that Bob Patterson was, indeed, a lucky guy.

But that fake telegram caused a lot of trouble. When the shop whistle cut in on his liquor party at the Grizzly Bear, Bob was sober enough to drop his glass instantly and head the quick procession to the roundhouse, with Shaggy at his heels, barking excitedly. Joe Jarvis tried to shove him away from the signing-out book.

"On your way, bridegroom!" the joker yelled. "Stick around and meet your girl when she comes to town."

Well, sir, that reference to his wedding made Bob mad. He had enough raw whiskey in his guts to make him ugly and he drove a huge fist at Joker's nose. Then Tim Corley, the lean and gray master mechanic, came running up. It suited him fine to see Bob there. Corley needed all the men he could get for the tall job ahead. So he sent out both hoggers, Bob on the engine with the rotary plow and Joe following with the wrecking train.

Somewhere up there in the pass train Number 2 was cut off. The wires were down and none of us knew whether or not the avalanche had buried her. All the way up the hill, in a self-torturing mood, Bob kept taking the fake telegram out of his pocket and reading it by the dim light in his cab while he damned all women from hell to breakfast as sluts and two-timers. His fireman knew about the practical joke but said nothing, letting the poor fellow rave. And that, soldier, is how things stood.

Then for the second time in a row the world suddenly went sour for Bob Patterson. He was plugging along near where we are right now, above the Stoney Creek bridge, with the rotary signalman calling for speed to hit a slide, when—*wham!* Without warning,

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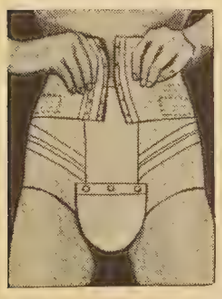

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they rolled down into the canyon, engine and rotary and all.

That is, all but the caboose. When the tail-end crew emerged from the front door to learn the reason for the abrupt stop they saw only a wide gap in the snowy track. The slide they'd struck had been moving! And that night two good men booked out on the long one-way trip beyond the stars: Bob's fireman and the engineer on the rotary.

A few minutes later, Joker Joe arrived and the big gang unloaded from the outfit cars. Half a hundred shovels dug frantically into the snow that was shifting all the time. Joe peered down into that hole where Bob Patterson had disappeared and only he knew the torments it gave him. Full well he realized that but for the phoney telegram that hogger would be back in town with his bride who was due in on Number 1. Now, because of a fool joke, poor Bob might be dead, and it was his fault.

Joker should have stayed with his engine. That was his place. Instead, he snatched the scoop from his fireman's hand and leaped straight out. "Big Dave" Stacker, the gang boss, tried to drive him back, but Joe threatened with the shovel, so Dave stepped aside.

Half a dozen times a gang had to dig the Joker out after the snow had shifted on him. The only thing in his favor was a full moon. About that time, Fate seemed to feel a bit sorry for us all, for something sent Joe digging on the very spot where Patterson's engine lay buried. When his shovel struck metal he worked like a fiend until he found the cab, and then he shouted for help and at last they pulled out Bob's limp body.

Even at that, Joe wasn't through. He was the only man who wouldn't agree that Bob was dead. Slinging the fellow over his shoulder, he staggered back alone up the slope to the caboose. There he worked for an hour over Bob Patterson, trying to bring him around, and pouring enough hot coffee into him to drown an ordinary man.

At last Joker got his reward. Bob slowly opened his eyes. But the other two men never breathed again.

Then Joe went back to his engine. A lineman tapping the wires put in a call for another locomotive. They sent the crew of Number 1 with orders to pick up a rotary at Beavermouth down here at the foot of the hill. But they didn't get through to where Number 2 was stalled—not until noon the following day. And they found her safe, with nothing worse than a badly scared passenger list.

When blonde little Goldie Marshall stepped off train Number 1, she of course didn't see Bob. Instead, the operator met her, with red-rimmed sleepless eyes, and announced dismally that her intended husband was up there in the pass, buried by a slide. Goldie screamed hysterically. Some time afterward, old Mrs. McFee, the boarding-house keeper, discovered her wandering in a daze up the track, with grateful Shaggy keeping her company and watching over the girl, and Mrs. McFee took her into the boarding-house.

IN THE GRAY DUSK, next day, when the wrecker finally returned to Donald, the casualty list was two dead and one missing. The missing man was Bob Patterson. Nobody seemed to know what had become of him.

Bob had been left sleeping in the caboose with only the two stiff blanketed figures of the dead to keep him company. When things got moving again and the crew missed him, they concluded he had gone in ahead on Number 2. Later, however, a brakeman claimed to have seen him on Number 1, westbound. Joker Jarvis sent wires all down the line to Vancouver without finding any trace of him.

Some thought he had become demented from the shock of his accident and jumped or fell off the train down in Fraser or Thompson canyon. One man insinuated that Bob had got cold feet and run out. No one ever repeated the slur in Joker's presence. That fellow went to sleep with Joe's fist to his jaw.

Stern old Tim Corley was ready to fire Jarvis for the telegram joke, but he must have seen how it was going, so he held his tongue. Goldie didn't say anything about it, either. She was still pretty and still wearing that gray tailored suit, the way I remember her from the time she set Shaggy's broken leg, but her deep blue eyes were filled with sadness; and even when Joe tried to tell her how sorry he was, she just looked at him, and Joe wished he had never been born.

Naturally, the townspeople thought the girl would go back to her parents' home in Victoria, but they didn't understand Goldie. She just wiped her eyes, got herself a job as waitress in the Selkirk Hotel, and settled down as though she belonged there. Everyone was glad to have her, of course, for women were not plentiful around Donald, especially the good-looking ones like Goldie. Even Shaggy made repeated trips to the hotel, in between his self-imposed duties as engine watchman, to show that he still remembered what she'd done for him.

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To live anywhere in New Mexico is to live better. The superb climate, naturally air-conditioned in the summer and brilliantly sunny in the winter—the breathtaking beauty of a lavish Nature—the young vigor of a state that is causing an unprecedented business and investment boom—the record which shows that one lives longer, that health improvement is almost miraculous—these are the reasons that tens of thousands of Americans already have come here to live, and hundreds of thousands of others will be following in the immediate years ahead.

Consider then: Here in the center of this miraculous climate and beauty are towns which have grown amazingly in the last 10 years. Las Cruces, for example: In 1950 it had 12,000 people. By 1960, 37,000 . . . **a rise of 300% in 10 years!** (How about your town? Has it grown 3 times its size in 10 years?) Like Tucson and Phoenix, this area is a beautiful semi-tropical paradise where palm trees and long staple cotton-fields flower the landscape. Statistics show the same 85% of possible sunshine, summer and winter; these same figures reveal even purer, drier air than in Phoenix or Tucson.

A few minutes from the flavorful town of Deming (population 8,000) is a 5,000 acre Ranch, picture-framed by the breathtaking Florida Mountains. So real, so beautiful, so typically the romance of the Southwest is this valley Ranch that it has been photographed for the covers of many magazines including the official publication of the State of New Mexico. **What better way to describe its Southwestern flavor than to tell you that when the producers of the movie THE TALL TEXAN sought an authentic locale for their picture, they chose the very land we are now sub-dividing into the DEMING RANCHETTES. THE TALL TEXAN was filmed on our ranch, the same place where you may have a Ranchette of your very own!**

This is the lovely basin of land where heavy equipment is now at work constructing wide roads facing every DEMING RANCHETTE. Every Ranchette will have direct access to avenues leading to three major highways surrounding our property—U.S. Highways 80, 70 and State Highway 11.

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And the price of your Ranchette? Just $199 complete for a half-acre, $5 down and $5 monthly. That's the complete price—no extras, no interest, no taxes! At this moment you may **reserve** as many half-acre sites as you wish but please bear this in mind: **DEMING RANCHETTES** is not an enormous development and land such as this goes fast. At these prices you may want your Ranchette to be larger—one, two—even five acres. An **immediate** deposit will guarantee that your half-acres will adjoin each other (this may not be so in the near future). **And you take no risk in sending your deposit.** Your $5 per half-acre will definitely **reserve** your land but does **not obligate** you. **You have the unqualified right to change your mind 30 days after we send you your Purchaser's Agreement, Property Owner's Kit, Maps and Photographs**—30 full days to go through the portfolio, check our references, talk it over with the family. If, during that time, you should indeed change your mind your reservation deposit will be **instantly** refunded. **(Deming and Albuquerque Bank references.)**

Ten years ago, in nearby Las Cruces, a comparable fertile half-acre such as we offer in DEMING RANCHETTES could have been bought for $199. Today it's up to $2000! Experienced realtors predict the same future for Deming—in a much shorter time! If this makes sense to you your next act is mailing the coupon below. And one more thing: we promise that no salesman will annoy you. Thanks, sincerely, for your attention.

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It wasn't long before she had saved enough to open a lunch counter of her own. She called it "Goldie's Place" and the railway men flocked there right away. I myself ate there regularly.

No one mentioned Bob Patterson to her, but those of us who knew Goldie Marshall could easily see she hadn't forgotten him. Each summer when the town ran the annual picnic up to the pass and laid out the knockdown snowsheds for a dancing floor, Goldie would go along with them and she would wander away to gather columbine from the spot where the engineer had gone over.

THE OLD Canadian Pacific man, traveling in relaxed comfort on *The Dominion*, paused a moment to empty the cold white ashes from his brier pipe into an ash-tray. Then he picked up the thread of his narrative again, scarcely noticing the young soldier across the aisle who was listening intently to every word.

About four years after Bob Patterson disappeared, he went on, the next big slide occurred on the Hog's Back. Oh, yes, the CP gets plenty of slides every winter and spring to break the monotony. But this was a real avalanche—the one which, I've no doubt, prompted the brass collars' decision to bore the big tunnel through the Selkirks.

It happened on a soft evening in early spring. A westbound stock train from Calgary was stalled at Beavermouth and the trainmen was standing on the station platform discussing the news with another crew when one of the stock-tenders, a bearded muscular fellow, strolled up and listened in. Word had just come through that an engine, with Joe Jarvis at the throttle, had been caught with a rotary up on the Hog's Back.

A boomer brakeman said: "Any man who sticks in these here hills year after year, scratchin' the old Hog's Back, can't kick if the beast gets sore some day and turns on him. Me, I'm high-tailin' for the sunny south as soon as I get a little more dough. It's tough on Jarvis, though."

Just then the operator kicked open the door and yelled: "Hey! Dispatcher wants to know where you're going."

"We ain't goin' nowhere right now," said Toby King, the engineer of the extra, " 'cause we got no hogger for the rotary."

"Where's Bill Jenkins?" the operator inquired. "I called him."

"Jenkins? Why, you shouldn't have called him. Bill's ruled off the road for life on account of eye trouble."

The operator groaned. "How about taking your fireman then?" he suggested. "You can get a brakeman to fire your engine."

"Like hell I can!" Toby King was hollering now. "I need steam when I buck snow. And that means an experienced ashcat."

The operator ran back to consult the dispatcher. His key chattered for a minute then stopped suddenly. The op came rushing out again.

"The line's down! What'll we do now?"

"Too bad!" said King. "But we couldn't go without a full crew anyway."

The stockman stepped into the circle then. "I'll fire that rotary, boys! Let's get started."

The men looked at him and grinned. "Damned if it ain't the whiskered cowpuncher!" the boomer laughed. "So you think all you got to do is to twist the engine's tail to make her go, eh?"

And the op asked a question, "What do you know about firing?"

"Plenty," said the stockman. "Get this gang going! We're losing valuable time. We might still be in time to save your friend Joe Jarvis."

"Not a chance," said King. "I know that pass. If a man gets caught up there he usually stays caught. It's just too bad."

"Not always, he doesn't get caught," the stockman persisted.

Toby King seemed to get peeved then and he stepped over to the cattleman.

"Look here, 'bo, I've railroaded over these hills almost since the road was built. Many an engine's been trapped up there and I never knew but one man who went down in a slide and lived to tell the tale."

The conductor smiled grimly. "That bird didn't stick around long enough to talk. You mean Bob Patterson, don't you?"

"That's right, I do."

The stockman waxed impatient. "How about chewing the rag a little less and get that plow working? Joe Jarvis needs help tonight, but it may be Toby King tomorrow night or next week. How'd you like the gang to stand around like this if you was up there? Eh?"

Toby glared at the cowman. Then recognition came like a flash. "You ain't—you can't be—By God, it's him, boys! Bob Patterson himself come to life again. Why in tarnation didn't you say so before, Bob?"

THE MEN crowded around, smiling and chattering, to shake his hand but Bob waved them away. "This is no

time for talk. Let's get started! How about it, fellows?"

King fidgeted. "Bob's right, boys," he said.

The big bearded man gripped his arm. "Who was it pulled me out of the snow that night, Toby?"

"Why, it was—sure, it was Jarvis."

"Well, it's my turn now."

He started off for the rotary. They all followed, running through the soft snow to keep up with him. King muttered as he heard the water dripping from the eaves, "God help a railroader on a night like this!"

Bob called back grimly: "But me, I'm not a railroader any more."

"Like hell you ain't," Toby snorted. "You'll never be anything else."

Five minutes later the old 1199 was pounding up through the narrowing valley where patches of bare ground and rock showed dark in the moonlight here and there among the melting snow. They stopped to pick up the road foreman and his gang. The foreman took the lookout place in the rotary, and off they went.

It was a quiet night as they rode to the brow of the summit, with nothing more to contend with than a few piles of soft snow and mud. Pretty soon they struck a tree broken off with a slide, and stopped to cut it away.

That was when they began to hear things. At first it came in a soft rumble from behind them. Pete Hanson, the foreman, cocked his head on one side.

Bob shivered with a sudden memory of one other night. "We're out of luck for backing up now, anyway," he told his rotary fireman. "Listen!"

The shovel gang paused. An odd sort of tension filled the air but the night was as still as a sawmill on Sunday. Then came a few soft thuds, sometimes close, sometimes far away. Bob was stewing nervously, looking up at the side hill above them.

"I wish we'd get going," he grumbled. "I don't like it here at all."

They had cut the tree away and were climbing back when they heard a faint rustling. A second later, a roar that grew louder until it seemed the whole earth had opened up. The light breeze had become a howling wind. It snatched off hats and made the men grab at each other like the world was coming to an end. They wanted to run, but no one knew which way was best. So they just stuck together, waiting for the end.

Bob, clutching the grab handle of the rotary, probably lived years in those moments. You see, when a man faces the hereafter, as Bob had done, he doesn't forget. The former hogger tried to shout but had no voice. He could only stand there and wait.

But soon it was all over and the outfit moved ahead again. Bob's nerves thawed out. He could see nothing in his mind then except the black face of old Joe Jarvis lying where he had been dug from a snow-buried engine. And that picture stayed with him for the rest of the night, beckoning him on, driving his muscles like a machine.

Daylight in the narrow pass found the rotary plowing into and through the yard at the pass station. The regular "bull" gang of shovelers were already digging away by hand, an almost hopeless task. But Tim Corley had issued instructions to beware of using the rotary when in close proximity to a stalled or suspected buried engine.

The rotary crew took advantage of a little respite to stop and eat. That was the moment of the big slide! The caboose table all but collapsed with the hot meal when the car rocked like an earthquake. Men rushed outside but

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could see only a thick cloud of flying snow. The air was filled with it everywhere. They didn't wait to finish eating but started the outfit back where the shovel gang had been. And now, instead of a hundred men, they found only a couple dozen.

"They're gone! Gone!" One fellow ran toward them, sobbing like a child. "All gone but us!"

He waved his arms at the stumbling handful of men who followed him over the snow.

YES, there were many bad slides in Rogers Pass, in the old Hog's Back, and many stories that will never be told. But for real gloom that double avalanche of 1910 was the daddy of them all.

They were working in a narrow passage, digging away at a recent slide from an old enemy on the north side. No one paid any attention to the other side. It was always the good boy of the family. Never once had it been known to misbehave. And then, all in a moment, it cut loose and sixty men never straightened their backs again.

That week is still fresh in the minds of old-time railroad men of the Selkirks. All the men and machinery within call worked on that mess, or tried to. Rotaries rushing from both ends were cut off and lost track of by fresh slides. An evil spirit had moved its home to the Hog's Back.

Every man worked till he dropped, wearily digging out dead bodies or snatching living men from a smothering death or plowing at new piles of debris. The corpses were sent down to Revelstoke for burial. For Revelstoke, instead of Donald, was now the divisional town.

Bob Patterson seemed to be everywhere, doing everything. Rotary plow, locomotive throttle, firebox, or just a shovel handle, it was all the same so long as he was toiling to clear the line in the search for Joker Jarvis, who was still missing. No one paid much attention to the wild bearded cowman, for there were many strange faces on the pass that week.

Working from the west side of the pass, plow after plow had been cut off by fresh slides from behind. And it was in this section that a flaxen-haired young woman with a beautiful face and figure had come from Revelstoke to set up a temporary coffee house in a siding boxcar. Here, for twenty-four hours a day, she fed men who were too exhausted to think about paying her. Maybe some day she'd tell them and collect. It didn't matter now.

The woman was Goldie Marshall, once of Donald, the old division point, but moved to Revelstoke when the general change was made.

As all things end, so did that chinook. It stopped as suddenly as it had begun and the weather turned sharply cold. Overnight, slides ceased. The last victim to be found had been shipped to the cemetery and but one job remained for the train crews. That job was to find the original missing engine and rotary —and Joker Joe Jarvis.

Eastern officials were insisting on action, so attacks were made with a rotary. The crew could take no harm now, they reasoned. Those doomed men must surely have perished by now.

BOB PATTERSON, his eyes bloodshot and beard matted, his clothes soaked and mud-spattered, climbed to the rotary and stood beside the roadmaster, leaving the levers to fresher men. The knives bit into the snowy debris, with both men watching as closely as their tired eyes could see. They slashed at the deep cut, expecting each moment to clash with the metal of the missing outfit. But instead they burst through to sunshine.

And there a strange sight met them. Squatted crosswise of the rails, and minus either plow or caboose, they found their lost engine the 1172! Bob was one of the first to reach her. Stiffly he pulled himself into the cab, anticipating and steeling himself for anything.

All was quiet. A slow fire burned in the firebox. And down in a shadowy corner lay a huddled figure. Tenderly Bob and the roadmaster stooped to lift what appeared to be a dead man. The man stirred and grinned weakly. It was Joker Jarvis!

After they had poured hot coffee down his swollen throat and brought a stretcher to carry him away to the caboose, Joe wheezed an explanation of what had happened.

His caboose had been swiped off with the first crack. The crew was never found. Then, because they couldn't go back, they went ahead till they struck another slide. It was filed with rock. When they hit it, the slide moved, knocking off the plow before they could back up. The engine was derailed, but the couplings parted and left her setting crosswise like the gang found her.

A rock bounding in through the window broke Joe's right leg. He's been lame ever since. His fireman put it in splints as best he could and set out for help, but was never seen alive again.

They found his body that summer in a clump of blackberry bushes away down the canyon after the snow had melted. At the funeral the men gave him a floral emblem shaped like a broken wheel, and Shaggy was among those present.

Meanwhile, the rescue crew ran back with the injured engineer and ordered out the big hook to come and finish the job of lifting the 1172. Safe on a siding, Joe fell asleep in the caboose that night while Bob curled up on the steps and nodded. Joe had managed to confess all about the fake telegram of four years before, so he could slumber easily.

Someone came over to the steps and asked, "Where's Joe?" It was the young woman of the coffee car, carrying a lighted lantern. The cowman looked at her in the semi-darkness and she stared back at him. They both spoke.

"Goldie, darling!"

"Bob! Oh, Bob, it's really you!" Tears misted the bright blue eyes as she held up the lantern for a better view. "I always knew you'd come back."

They stood together on the cinders, talking softly, and Bob asked, "What ever happened to that mutt named Shaggy?"

Goldie smiled. "Oh, he's around. He's still the enginemen's pet, but I don't think he'd recognize your beard."

"He won't have to. I'm shaving it off tomorrow—before we get married."

The girl was radiant. "Married, Bob? I was hoping you'd say that. I've been waiting a long time."

And then he told her: "When I came through Donald I stopped off and visited our old cabin there, the place where you and I first discovered what love is. It's about the only decent building left. I expected to find it a mere empty shell, after all these years. But I saw something strange. All the old furniture is there, neat and clean, just as it was the first night we slept there together. How about it, Goldie? Did you fix the place up again?"

The flaxen-haired beauty replied: "No, dear. That was Joe Jarvis. He did it for us."

"Good old Joe!" the cowman muttered. "When he wakes up, I'll ask him to be the best man at our wedding. He's sleeping in there with a broken leg. You wouldn't mind being married in a caboose, would you?" Bob grinned. "We could even invite Shaggy, too."

But Joe was not asleep. Without intentionally listening in, he had overheard the conversation and had seen the two figures standing out there in the dim light of a trainman's lantern. Their words came to him as an absolution. He knew now that his stupid blunder of four years ago had been forgiven. Turning his injured leg over slowly, with a faint twinge of pain, he fell asleep.

AND THAT was the story of Bob and Goldie and Joe and the double avalanche. The narrative ended as *The Dominion* rounded a curve and began to slow down for a flagstop. Across the aisle from the story-teller, the young soldier sighed reflectively. That old gent hadn't introduced himself, and the service man was mildly curious, but the white-haired conductor who looked into the smoking compartment at that moment answered his unspoken question.

"Donald!" The skipper called out the station name and asked, "Are you getting off here, Mr. Jarvis?"

The ancient fellow shook his head. Before standing up to limp into the small toilet room, he glanced out the window at the Hog's Back, a lone switch lamp, and a ghost town almost completely overgrown with brush. •

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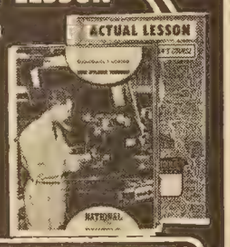

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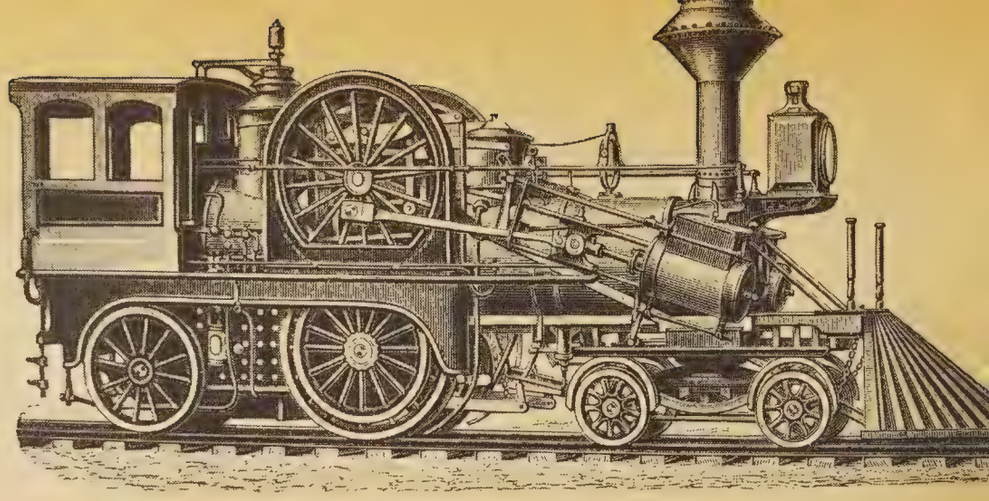


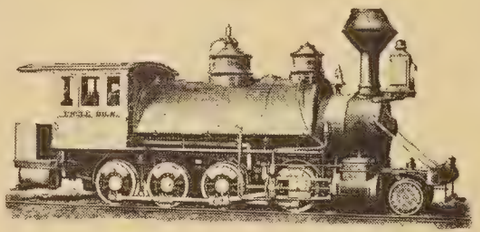
This queer-looking Fontaine engine actually made 90 mph about eighty years ago.

INFORMATION BOOTH

1 *Years ago I read about a locomotive sunk in Lake Erie but do not recall details. Please refresh my memory.*

She must have been the *Essex*, built by Seth Boyden, Newark, N.J., for the Morris & Essex Railroad. In 1851 she was sold to the Iron Railroad in Ohio and shipped by schooner, but a storm capsized it. Exact spot is unknown.

2 *I enjoyed Jorgensen's article on "Suburban Tank Locomotives" (Feb. '62). Was the* Uncle Dick *(pictured below) a suburban tanker?*



No, Baldwin built that 2-8-0 tank engine for use on a temporary switchback that crossed Raton Mts. while the Santa Fe's main-line tunnel was being built. The switchback had stiff grades, 36.8 feet per mile, and curves of 359-foot radius; but the *Uncle Dick*, with a 1200-gallon saddle tank on the boiler in addition to a separate tender, could walk up those grades and around those curves with nine loaded cars.

3 *What is the New Jersey, Indiana & Illinois Railroad? I saw that name recently on a Wabash freight car in the Pennsy yards at Newark, N.J.*

It's a 12-mile line connecting Pine, Ind., with the railroads entering South Bend, Ind. It is controlled by the Wabash, really a branch line under another corporate title, and all of its officials are Wabash men. The line owns a lone diesel-electric switcher and 618 freight cars. Whoever put *New Jersey* in its name must have been ambitious. It's hundreds of miles from that state.

4 *How long have the railroads been using tank cars?*

Since 1835. The first one was built then to carry water for the Danville & Pottsville, now part of the Reading.

5 *Who invented the* very first *rotary snowplow?*

In 1869 J. W. Elliott, a dentist living in Toronto, Canada, invented a kind of revolving snow shovel that was the predecessor of the modern rotary plow.

6 *Please identify this freak engine.*

ASK BARBARA: **Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.**

The query and the old print come from Hans Kutschbach, Hannover-Westerfield, Wundrumstrasse 8, Postfach, West Germany. This type of locomotive was patented July 27, 1880, by Eugene Fontaine. Three of them were built by Grant Locomotive Works of Paterson, N.J., and Chicago, Ill. Each was named the *Fontaine,* but No. 2 was never completed.

Fontaine's "friction drive" stirred up much dispute. Each loco had a pair of driving wheels mounted over the boiler, with conventional cylinders set at an angle for motivation. Those drivers rested on a smaller rim attached to a bearing-wheel or driver, which in turn ran on the rail, the idea being that the friction gearing would create high speed.

No. 1 *Fontaine* was a 4-4-2 with 16x 24″ cylinders. Upper friction wheel, 72″ in diameter; lower one, 56″. The driver on the rail stood 70″ high. The trailing wheel measured 42″ in diameter, the truck wheels 28″. The drivers carries a weight of 34,000 pounds. Total weight of engine No. 1 in working order, 84,000 pounds.

She ran on both the Erie and Pennsy before being sent to the New York Central & Hudson River for a trip to the Canada Southern in the fall of 1881. Her CS record shows that she trundled a freight train 15 miles in 10 minutes at the rate of 90 mph! That was amazing speed, back in 1881. Even today it would not be called drag freight.

Nos. 1 and 2 were passenger engines. No. 3 (pictured in the old print) was a 4-4-0 freight-hauler, built in September, 1881. Her driving principle was the reverse of Nos. 1 and 2. Upper drivers were 60″ in diameter, friction rim 70″, and main drivers resting on the rail 78″. Cylinders 17x24″; truck wheels 40″ in diameter.

No. 3 pulled a work train helping to build the Erie's Bergen County Railroad. Then she hauled an 8-car NYC& HR freight from Albany to Syracuse, and from there wheeled a 20-car freight to Buffalo. But the 20-car train was so heavy that her wheels slipped and she needed the aid of a pusher.

Tests on the Fontaine type ended in '82. They had demonstrated a mechanical axiom that what is gained in speed is lost in power. The two completed *Fontaines* were sold to the Lake Erie & Western (now the Wheeling & Lake Erie) and rebuilt to conventional types. We don't know what finally happened to them.

A year later the Grant Works, which had been building locomotives since 1863, went out of business.

7 *A friend insists Baldwin's first locomotive,* Old Ironsides, *pulled the first train on what is now the Reading. I say horses pulled it. Who is right?*

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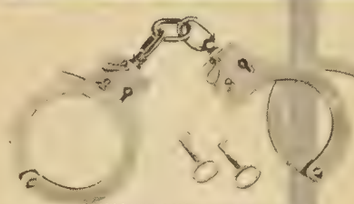

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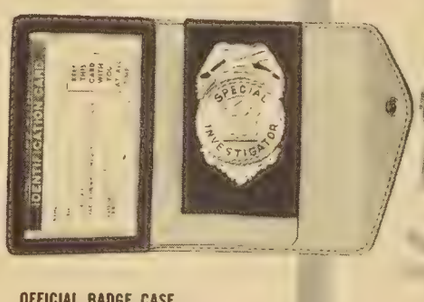

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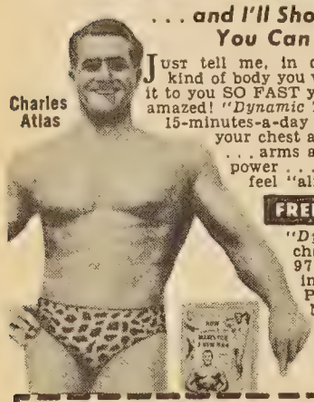

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You are. Huge powerful horses, probably Clydesdales, hauled that train on the Philadelphia, Germantown & Norristown line from Buttonwood Street in Philadelphia to Church Lane in Germantown. The trip took about 45 minutes. (*Old Ironsides* was Matthias Baldwin's *second* locomotive. His first was a small working model built for a museum.)

8 *Can you tell me the words of an old poem entitled "A Conductor's Wish"?*

Yes. It's a safe bet that the author, B. H. Terry, was a conductor.

Let me sit on the right hand side
A-hold of the throttle and Johnson bar
And make our rough wild hogger ride
At the other end on the old way car.

Just watch him try to stay in the hack
When I start the train with the air and the slack,
And hear him holler when his head I drove
Right in behind the crummy stove;

And as the train goes into the sag
Knock him out with the slack in that drag.
And let him lie there on the floor,
Afraid to stand up, for fear he'd get more.

I'd head right in on the longest track
And cut her off a long way back.
When the hogger walks in, to him I'd say,
"Well, how was the ride you got today?"

9 *Oct. '61 cover of* Railroad Magazine *shows telegraph line supported on twin poles (Type A as used today in power-line construction). Did the Southern Pacific use that type because of heavy snow and high wind?*

Yes, for protection against exceptional strain. The H-fixture breaks the impact of the storm.

10 *Are there any steam locomotives on display in the Cincinnati area?*

None that we know of. However, at Worthington, Ohio, just north of Columbus, the Ohio Railway Museum operates a quarry 0-4-OT, a Norfolk & Western 4-6-2, and other equipment. And at Eva Boardman Park in Louisville, Ky., the Kentucky Railroad Museum has a Louisville & Nashville K-2 light Pacific, No. 152, and a Chesapeake & Ohio K-4 2-8-4.

Also, about 200 miles south of Cincinnati by highway or the Southern Railway, are the Kentucky & Tennessee line at Stearns, Ky., which operates three big Mikes alternately in freight service six days a week, and the Brimstone Railroad at New River, Tenn., which uses a Shay.

11 *Why are the trucks of PCC and subway cars not built with side frames like those on older trolleys and standard railroad cars?*

Inside-bearing trucks have both lighter weight and simpler construction than outside-bearing trucks. Due to the lighter weight, a higher horsepower-to-weight ratio can be obtained with a given set of motors, thus producing superior performance, or smaller motors of reduced horsepower could give the same performance at less cost. Because PCC and subway cars are simpler in construction, they have lower initial and maintenance costs.

12 *Information, please, on the B&O passenger station in Wheeling, W. Va.?*

Harry Hohman of Wheeling tells us that when built in 1907 it was the B&O's third largest station, and still is. Just before World War 1 it yielded more revenue than any other B&O depot except those in Washington and Baltimore. In those days 46 regularly scheduled trains used it daily. Even during World War II as many as 77 trains entered or left Wheeling daily, most of them from the B&O station. The last steam passenger train pulled out of that depot in 1957. By that time the B&O was occupying only the waiting-room and third floor, the rest of the building being either rented or advertised for rent. The station was publicly offered for sale in 1960 but is still B&O property. Last fall it was vacated.

13 *I remember hearing an old song many years ago that begins, "Life is like a mountain railroad," but I don't know the rest. Can you help me?*

Glad to. Here it is, *Life's Railway to Heaven,* written by M. E. Abbey:

Life is like a mountain railroad,
With an engineer who's brave;
We must make the run successful,
From the cradle to the grave.

Watch the curves, the fills, the tunnels;
Never falter, never quail;
Keep your hand upon the throttle,
And your eye upon the rail.

You will roll up grades of trial;
You will cross the bridge of strife;
See that Christ is your conductor
On this lightning train of life.

Put your trust alone in Jesus;
Never falter, never fail;
Keep your hand upon the throttle,
And your eye upon the rail.

As you roll across the trestle,
Spanning Jordan's swelling tide,
You behold the Union Depot
Into which your train will glide.

There you'll meet the Superintendent,
God the Father, God the Son,
With a hearty, joyous plaudit,
"Weary pilgrim, welcome home!"

Blessed Savior, Thou wilt guide us
Till we reach that blissful shore;
Where the angels wait to join us
In Thy praise forever more.

14 *Is it true that the electric-powered Chicago North Shore & Milwaukee used to operate with steam power?*

Yes. A contractor, L. B. Myers Co. of Chicago, built the North Shore's Skokie Valley Division with the aid of six steam locomotives. In 1926, after that division was completed, the North Shore used three of those engines to operate the division—a distance of 21½ miles from Dempster Street to North Chicago Jct., where a connection was made with the main line to Milwaukee. After the Liberty-Mundelein branch also was finished, two of the locomotives, Nos. 129 and 130, were used for local freight work.

Later, all six went back to Meyers. Unfortunately, the Meyers records for that period were destroyed. We don't know who built the steamers or what finally happened to them.

15 *How many steam locomotives has the Lake Superior & Ishpeming?*

Twelve. Class SC4: Nos. 18-24, all built in 1910; Class SC1: Nos. 29, built in 1906, and 32-35, built in 1916.

16 (a) *I have a snapshot of the Baltimore & Ohio steam engine 4450, taken in 1955. Tell me her history.* (b) *Which were the B&O's largest steamers?*

(a) No. 4450, Class Q4b, was one of 35 282's built in 1922 at Baldwin's Eddystone, Pa., plant. Renumbered 431, she was scrapped August 19, 1957, at the Mt. Clare Shops.

(b) The 2-8-8-4 Mallets, Class EM-1. Engine and tender in working condition weighed 1,010,700 pounds. Tractive force, 115,000 pounds. Baldwin built 30 of them for B&O: Nos. 650-669 in 1944, Nos. 670-79 in 1945.

17 *Who was Leo Daft?*

The first man to develop a workable electric locomotive, in 1883. His locomotive, the *Ampere*, ran on the Saratoga, Mt. McGregor & Lake George Railroad, a seven-mile scenic line which ran from Saratoga, N.Y., up Mt. McGregor.

18 *Do the New York Central, Milwaukee Road or Chicago & North Western have any steam power stored serviceable?*

Neither the Central nor the Milwaukee has any serviceable steam, nor any steam at all, except for the Central's old 999 and a 4-8-2 type, No. 2933, held for display. The C&NW has two Class

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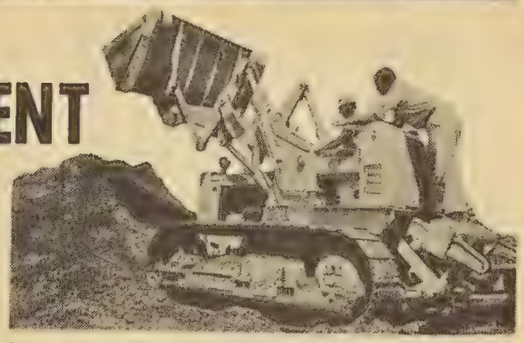

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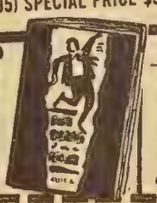

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R-I 4-6-0's, Nos. 175 and 1385, and two Class E-4 streamlined Hudsons, 4008 and 4009, which they use for thawing frozen ore by steam in the winter. In 1960 a 2-8-0 assigned to this service blew up.

19 *How many persons are drawing benefits under the United States Railroad Retirement Act?*

The Railroad Retirement Board paid a total of $987,000,000 in retirement and survivor benefits to 906,000 persons last year.

20 *Who were the Harvey girls?*

Waitresses employed in the depot restaurants which Fred Harvey established along the line of the Santa Fe Railway. Back in the 1870's those girls helped to civilize the West. Many of them married railway men.

21 *Does the Brotherhood of Locomotive Engineers cover Canada as well as the United States?*

Yes. Its first Canadian charter was granted December 5, 1865, to Division 70, with headquarters in Toronto.

22 *I remember reading about a Long Island Rail Road dog named Roxie that used to ride the trains rather often and was found one day in President "Teddy" Roosevelt's private car. What ever happened to Roxie?*

He died in 1915 and was buried in a brush area close to the LIRR's Merrick station. Today, the grave is a 3x4 square foot grass plot located between Sunrise Highway and the station parking lot. The LIRR's "Mr. Fixit" cares for the grave when it gets overgrown. There's some ivy on it, but since those who knew Roxie have passed on, no one puts flowers any more.

23 *Can you tell me which was the longest train ever operated?*

No. Harry K. Miller of Van Wert, Ohio, said in the weekly newspaper *Labor:* "I was standing on a corner here recently watching a long Pennsy freight train go by, pulled by five diesel units, and I counted the cars, 287. No wonder so many railroaders are losing their jobs!"

24 *Has there ever been an engine in which the piston had two drivers working on both ends and the rods were connected to the drivers by two main rods?*

Yes, Russia built two such locomotives: a four-cylinder 2-8-2, No. 8000, in 1939, and a 2-8-2, 3001, in '48.

25 *The other day I saw an old Erie caboose, No. 04873, resting on blocks of ties on a hilltop in Port Jervis, N.Y., far from the track. Why is it there?*

Some man bought it for use as a hunting and fishing cabin.

26 *Do you have a list of the principal U.S. and Canadian railroads that built or rebuilt steam locomotives?*

Yes, a partial list. Maybe some reader will add to it. Heading our list is the Pennsylvania, which turned out many superb locomotives in its shops at Altoona, Juniata, Renovo, Fort Wayne, Wilmington, and Jersey City.

And don't forget the Norfolk & Western, Philadelphia & Reading, Southern Pacific, Baltimore & Ohio, Canadian Pacific, Canadian National, Grand Trunk, the Old Colony, Erie, New York Central, Delaware & Hudson, St. Louis-Southwestern, Louisville & Nashville, Boston & Maine, New Haven, Great Northern, Lehigh Valley, Union Pacific, Santa Fe, Illinois Central, Lackawanna, and the Milwaukee Road.

Also the Texas & New Orleans, Frisco, Missouri Pacific, Wabash, Denver & Rio Grande Western, Rock Island, Big Four, Monon, Katy, Pittsburgh & Lake Erie, Texas & Pacific, Seaboard Air Line, Temiskaming & Northern Ontario, and Delaware & Hudson.

It has been suggested that this magazine run a series of articles similar to "103 Years of Reading-Built Locomotives" (Dec. '61) but dealing with other roads. The idea is fine, except that we can't find enough good professional writers to qualify for such assignments. Many amateurs would be glad to volunteer, but a 50-cent magazine can't use amateur writing.

The proposed articles should be written by men familiar with locomotives. They would have to write in a popular, entertaining style without sacrificing accuracy or historical or mechanical details. Finally, each feature should be well spiked with anecdotes—like, for example, "The Vandalia Story."

It's a pretty tall order. Any expert who thinks he can qualify is invited to contact our editor, Freeman Hubbard, *before* he starts work on a script for us.

Running Extra

T. L. Rowland, Barton, Fla., seeks the words of an old poem, "Only an Engine," originally published in *Railroad Man's Magazine,* in which the locomotive talks and a hobo appears.

And from him the cinders shook
And I heard him say as he walked away,
"That's the fastest ride I ever took."

Our item about railroad horses (Dec. '61) evokes this comment from Henry

W. Gaffney, P.O. Box 42, Newark, N.J.: "The section boss who rode the horse that 'Milepost' Paul McGuire mentioned might have been my grandfather, the late William Gaffney, who worked many years on the Missouri Pacific. He served the Union during the Civil War in the 1st Kansas Mounted Infantry. That unit's duty kept trains running. Many a time, Grandpa told me, he left his horse and ran a train himself in order to keep it out of Rebel hands. Can some reader help me to contact Gaffney relatives in order to learn more about Grandpa?"

If you know any railroad jokes of the boomer era, send 'em to Bill Knapke, 9A North Lane, Orinda, Calif. Bill was a boomer himself for many years. He retired as a Southern Pacific conductor. He is 91 and has had nearly 200 articles and true tales published in *Railroad* and other magazines since he went in for professional writing at age 63. Right now he is gathering material for a *Railroad Magazine* article on humor of the boomer era — jokes about beanery queens, boomer wit, and so on.

Details on early history of the Hackensack RR. are wanted by Lawrence Stalter, 38 W. Park Ave., Park Ridge, N.J.

Railroad Magazine will publish a list of non-common-carrier railroads in U.S. and Canada, including industrial and museum-type operations. This list is being compiled by Elliott Kahn, 75-48 183rd St., Flushing 66, N.Y., who needs help from readers. Please mention the name of each road or company, type and number of engines, whether steam, diesel or electric, how much trackage, and location.

Elliott is also compiling for us a list of all narrow-gage lines in North America and would appreciate help.

Information on two small N.J. railroads, the Wharton & Northern and the Ogden Mine RR., both now Jersey Central branches, is sought by James Dalberg, 1st Lt. USMC, 5447-C Gilkey St., Fort Knox, Ky. He also wants facts on the Wilkes-Barre & Eastern, an independently-operated extension of the NYS&W, running between Wilkes-Barre and Stroudsburg, Pa., abandoned in the 1930's.

Commenting on a recent item about the Wharton switch, "Carload Andy" Ospring says that every sidetrack on the old Vandalia Line was equipped with them. "We who operated engines did not like those switches," he recalls. "They caused us a lot of trouble, especially when snow covered them. You should have seen the freight cars bounce when we went over one of them in a hurry. They could bounce a green brakeman right off the car top. Wharton switches caused several train wrecks. The Pennsy removed them all in about 1920."

"We are engaged in research on the history of Nickel Plate motive power for a book," writes John Lozier and Paul Maximuke, 1126 Stradley Hall, Columbus 10, Ohio. "Due to gaps in company files, we can't get data on engines built in 1881-'2, some Cloverleaf renumberings, most pre-1934 scrappings, and early engines of roads absorbed by NKP. Who can help us?"

Fighting hard for freight traffic, the aggressive management of Erie-Lackawanna has just lopped more than seven hours off the running time of train No. 100, the *Flying Saucer*. This fast freight now gives second-morning delivery of piggyback and other merchandise from Chicago to the Boston area.

Adding to our list of railroad tunnels that run under graveyards, Lawrence Salter mentions NYS&W's Susquehanna-Undercliff branch that dives beneath Fairview Cemetery between Little Ferry Jct. and Edgewater, N.J.

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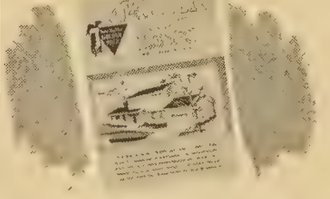

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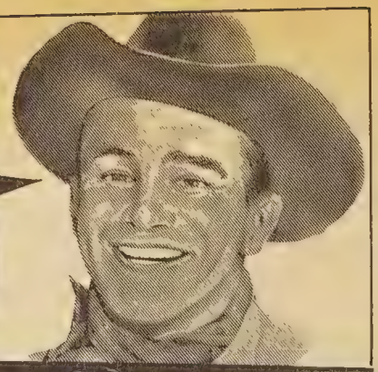

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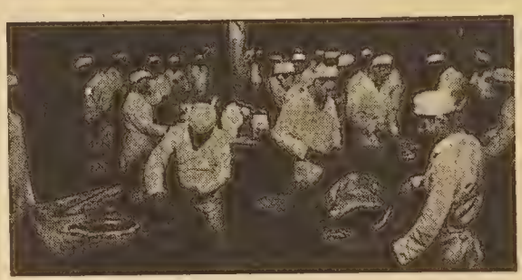

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TRANSIT TOPICS

A FIRST-CLASS trolley line, the Columbia Park & Southwestern is being completed at Columbia Heights, O.: slightly more than a mile of track connecting a supermarket with three trailer parks. Its owner, Gerald Brookins, hired a contractor to lay track and ballast, and a Cleveland Transit line crew to erect poles and wire. The line will be modern and efficient, will open soon.

Steve Maguire

A few years ago Gerald bought ex-Shaker Heights cars of the 300 series and stored them at the location, later adding two ex-Cleveland Transit trolleys. At first he will use but a single SH car. The single-ended Cleveland cars need wyes and turnouts, none of which have yet been built. We are greateful to Ted Tatesch, Lakewood, O., and Bill Vigrass, Cleveland, for keeping us posted on the progress of what may soon become the third electric railway in the Cleveland area.

BALTIMORE & ANNAPOLIS RR. resumed passenger runs last November over the nine miles between Harundale and Camden Station, Baltimore, Md., with an RDC Budd car, on loan from the builder, making four rush-hour trips each week-day. B&A had dropped interurban passenger service more than a decade ago.

"People get tired of battling highway traffic jams twice a day," says the road's president, James M. Easter II. "I hope the demand forces us to put on two cars, one leaving Harundale every 30 minutes instead of hourly."

Writing to Herman H. Diers, 4622 Chesapeake St., N.W., Washington, D.C., he explains: "Among the factors indicating the passenger potential of Anne Arundel County is the big response in letters and phone calls. A test run for several months should prove the feasibility of proceeding further."

Herman, Bob Janssen, and Mike Murdy of Baltimore sent us this news.

EQUIPMENT shortage is hampering the Philadelphia Suburban Transportation Co. on its surface trolley lines out of the Terminal, Upper Darby, Pa., we learn from Andrew Maginnis, 38 Harvey St., Philadelphia. All but two of the 34 available trolleys (excluding center-door and ex-Philadelphia cars) are used daily because of the heavy passenger loads brought about by increased en-

Linemen erect poles and wire on new Columbia Park & Southwestern in Ohio.
Bill Vigrass, 1494 Cohasset Ave., Lakewood 7, Ohio

rollment at two high schools along the lines. PST had to run an old center-door car in regular service on at least one occasion when a PCC broke down.

A recent survey recommended that the Ardmore surface line be converted to buses while the Media and Sharon Hill lines be upgraded for rapid-transit operation. Despite this, the car shortage has become so acute that new cars probably will be bought soon.

Even the PST's Norristown standard-gage line will get added traffic from the opening of General Electric's new Space City at King of Prussia, Pa. Its newest cars, the bullet-nosed 200 series, are now more than 30 years old (the average life span of a traction car) and older equipment is still in use. The company should add to its roster on this line also to keep service normal.

Meanwhile, PST is storing two old cars on its Llanerch property for a Philadelphia fan group: No. 25, Conestoga Transit's last Birney, and Philadelphia city car 5327. These cars had been kept on a museum site at Tansboro, N.J.

Ernest J. Armstrong, Jr., secretary of the Delaware Valley Shortline Museum, 208-A Blue Anchor Rd., Tansboro, N.J., reports that more than 700 feet of track have been laid at the museum site. Three cars now stored there for possible operation are ex-Philadelphia Nos. 5025, 8042, and 8534. The body of open car 24 from Wildwood's old Five-Mile Beach Ry. has just been added to the collection.

For future operation the museum has bought a gasoline engine, once the power plant of a Brill motorcar on the New Haven RR., from the museum at Warehouse Point, Conn.

OUR comment (Dec. issue) that the image of a decent rapid-transit plan in Los Angeles seems to be taking shape

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It happened while eating in a Paris restaurant. A beautiful girl dining at a nearby table caught my eye. She responded to my stare with an encouraging gleam. I sat there trying to think of something clever to say . . . trying to muster up enough courage to approach her. Just then a fellow handed a card to the waiter who promptly brought it to this girl. She smiled and nodded her head. The fellow was sitting by her side seconds later. I saw these "cards" in many countries in Europe and learned that this "card" technique was an accepted way to meet women. I wished we had such a simple way to meet girls back in the States.

I was home only a few weeks when I spotted the "girl of my dreams". There she was, standing at the candy counter in a movie, waiting for me to make the first move. By the time I gathered my courage and thought of my clever line she had disappeared down the aisle. I wished I could have kicked myself. I painfully remembered all the other opportunities I had messed-up. Then I recalled the "card" incident in Paris. I took off for my studio . . . sat down at my drawing board and began to work. The presentation cards I finally devised were superior to all those I had seen in Europe, for you can present these by yourself. The very next day I tested a card on the first girl that attracted me. She took the card, looked at it . . . then at me, smiled warmly and told me her name. It was that easy. It wasn't long before friends saw me with different girls all the time.They kept after me to reveal the secret of my newly found popularity. I broke down and gave them a supply of "Girl Getter" cards. They too met with rapid success. They deluged me for more and more cards. Rather than spend all of my spare time at the drawing board (I now had better things to do), I had the cards printed. NOW — you too can use and enjoy these sensational cards. They are in good taste and GUARANTEED TO WORK — EVEN FOR SHY GUYS!

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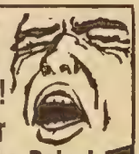

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is disputed by Robert J. Swan, 600 Long Beach Blvd., Long Beach, Calif. Bob writes that although a bill was passed authorizing the L.A. Metropolitan Transit Authority to build a line, they have done nothing about it but talk. Meanwhile, they are tearing down the overhead on the Long Beach line instead of planning rapid transit.

Bob is an outspoken advocate of rail service and fought the Long Beach line conversion for years. He says LAMTA has done nothing toward such service for Long Beach. Even if they had the financing, they do not own the Pacific Electric right-of-way to Long Beach, and if they should buy it, the cost of purchase would make revenue loan financing impossible.

ROSTER of Pittsburgh Rys. (Dec. '61) prompted Harvey Dust, 1660 Hansuld St., London, Ont., Canada, to point out that the Toronto Transportation Commission system is North America's largest, since it owns 744 PCC's and 91 older cars—total, 852—as against the 550 that Pittsburgh Rys. had when our roster was compiled. However, the Pittsburgh system operates about 335 miles of track as against 225 for Toronto and it boasts more than twice as many routes as Toronto has.

David H. Gamley, 127 Sixth St., Aspinwall, Pa., who helped to prepare that roster, takes us to task for listing 667 PCC's as the Pittsburgh total. He says it should be 666, because the company never actually owned the first trolley built for Pittsburgh, No. 1547, which was sent to Minneapolis and became part of the Twin Cities system.

No. M282, now scrapped, should have been omitted, with line car M210 replacing it on the roster. Pittsburgh now has 44 car routes left, some of which will disappear as time goes on.

Additional Pittsburgh news comes from Harry Hohman, 1104 W. Washington Ave., Wheeling, W. Va., and James Cerny, 1022 Province St., Pittsburgh, Pa. Those fans report a proposal to convert Mt. Washington tunnel for use by automobiles instead of trolleys to relieve rush-hour congestion to and from downtown Pittsburgh.

The company's president, C. D. Palmer, made the proposal, which differs from a Port Authority plan to keep the tunnel lines for rail rapid transit even after the demise of the rest of the Pittsburgh car routes at some future date—in the *very* distant future, we hope. A Port Authority spokesman states:

"We do not envisage dropping these trolley lines in the forseeable future. Neither do we consider an immediate elimination of trolleys throughout the city. We feel there should be a gradual process of conversion as equipment wears out and new streets are built."

Latest reports indicate the end of two more Pittsburgh car lines, these being North Side routes 18 (Woods Run) and 19 (Western Avenue). A request to convert them to buses was made on behalf of the city because the presence of trolleys does not fit into Urban Redevelopment plans. Two days after the original request, the Public Utilities Commission allowed *temporary* conversion of the routes, and on November 12 buses took over.

TWO more trolley freight lines have been dieselized. Grand River Ry. and Lake Erie & Northern electric services ended last October 14, according to John H. Eagle, Huntington Hills, Rochester, N.Y. and the next day Canadian Pacific diesels began working the line.

The Kansas City-Kaw Valley RR. is no more, reports Clayton Moseley, P.O. Box 372, Kansas City 41, Mo. The Union Pacific took over that line last September 7th. One of the KC-KV steeple-cab electric locomotives continued to operate until the rails were connected with the UP main line at Bonner Springs, at which time UP diesels replaced the electric motors. The three motors have been sold to Iowa Terminal RR., formerly Mason City & Clear Lake.

TWO HUNDRED feet of trolley movies from various lines of recent years, assembled on 8mm film, are available in either black and white or color by Crestline Studios, P.O. Box 441, White Plains, N.Y.

THREE consecutive profitable months have cut the Chicago South Shore & South Bend deficit by $143,525. The line recently received permission from the Interstate Commerce Commission to discontinue nine week-day trains and to reschedule other trains at an estimated annual saving of $120,000.

"Even with this reduction," says Wm. F. Colitob, president and general manager, "the South Shore will continue to provide the most frequent suburban service to Chicago of any line."

Increased revenues, both freight and passenger, may result from enlarged industrialization all along the South Shore's 90-mile route between Chicago and South Bend, especially in the dunes area between Gary and Michigan City, and residential growth, particularly in the same area, and the development of a complex of new buildings on Illinois Central air rights north of Randolph Street and east of Michigan Avenue. The opening of the Prudential Building has already boosted passenger revenues.

"Chicago has lost one suburban railroad and is about to lose another," Coliton says, meaning the Chicago, Aurora & Elgin and the North Shore. "In view of population projections and what

General Electric built this automated rapid-transit car *Tomorrow* (at Erie, Pa.) to make station stops, open its doors to receive and discharge passengers, and accelerate quickly. Besides higher speed and improved service, this car is expected to cut maintenance cost and give smoother riding.

has happened to mass transit in Los Angeles, San Francisco, Atlanta, and other cities, Chicago cannot afford to surrender the South Shore Line."

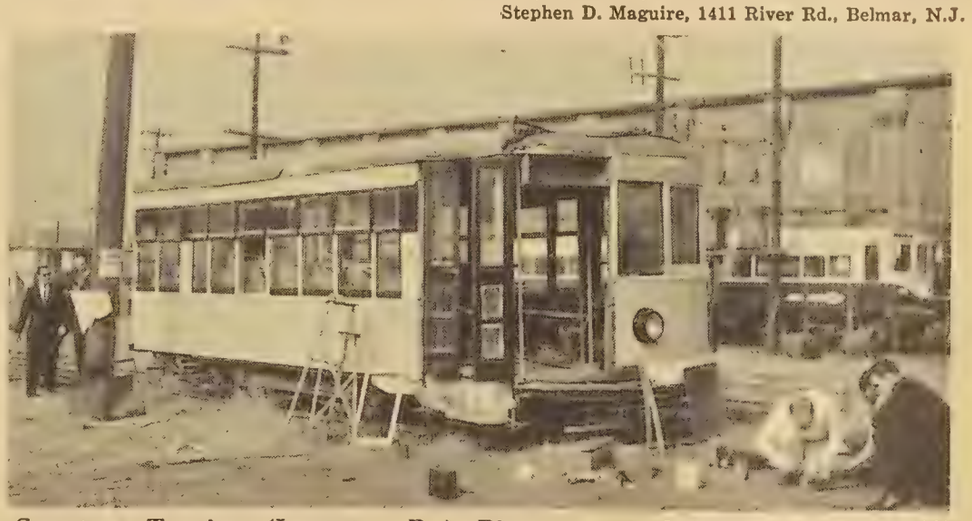
DETAILED builders' plans of certain interurban equipment, both passenger and freight, are available to model fans and others desiring such technical data from Photoplan Pak, P.O. Box 2183, San Francisco, Calif.

INDIANA'S first trolley museum is planned for location on a two-mile piece of abandoned Milwaukee Road track at Westport, writes Don H. Montgomery, 407 E. Fifth St., Greensburg, Ind., president of Indiana RR. Museum, Inc., who says he has bought CA&E car 318 for removal to the site, which now has 300 feet of track. A waiting-room station from an old interurban line also will be moved to that spot. Operation is expected to begin in the near future. For information on donations to this project, or membership, write Robert Brown, R.R. 1, St. Paul, Ind.

TWENTY PCC cars are being shipped by District of Columbia Transit to Barcelona, Spain, writes C. Richard Kotulak, 2315 24th St., S.E., Washington, D.C. He says 100 sets of the line's PCC trucks will go to the Vienna trolley system for new cars being built there.

THE BIRNEY car system at Parana, Argentina, was abandoned to buses last October 31, laments Arnold I. Reid, Defensa 665, Buenos Aires, Argentina. Thirty Key System articulated units formerly used in Bay Bridge service have been shipped to the General Urquitza interurban system at Buenos Aires, where they will be renovated and placed in service, supplementing the ex-Pacific

Philadelphia Suburban Transportation car 66, southbound for 69th St. Terminal, meets eastbound car 208 at Ardmore Jct. Only on PST fantrips like this one sponsored recently by Everett White, Brooklyn, N. Y., are such meets scheduled.
Stephen D. Maguire, 1411 River Rd., Belmar, N.J.



Conestoga Traction (Lancaster, Pa.) Birney car is being repainted in PST yards at Llanerch by fans in Metropolitan Phila. Railfan Asso. that owns the car.
Stephen D. Maguire

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Electric cars now running there. The Argentine company scrapped other key system articulated units.

Farther away, Ken McCarthy, 155 Parkside Dr., Lakelands, Dapto, N.S.W., Australia, writes that the trolleys at Colombo, Ceylon, and Djakarta, Indonesia, have been abandoned. At Delhi, India, one streetcar line uses six cars while a trolley-bus line has two vehicles. It appears when the trolley-buses wear out, streetcars will again be used until they, too, fall apart.

Electric Publications

A 190-page book, *Rochester, Syracuse & Eastern* 8½ x 11", illustrated with 18 maps and 340 pix, may be had at $3.40 postpaid from Wm. R. Gordon, 811 Garson Ave., Rochester 9, N.Y., who also sells another interurban book, *Rochester & Eastern,* for $1.25.

***Elmira Trolleys,* a 46-page history by Sheldon S. King, with many photos and route maps, is a carefully prepared study of an upstate New York street railway that took over a longer interurban line to Watkins Glen. Felix E. Reifschneider, P.O. Box 88, Fairton, N.J., sells copies at $1.25 each.**

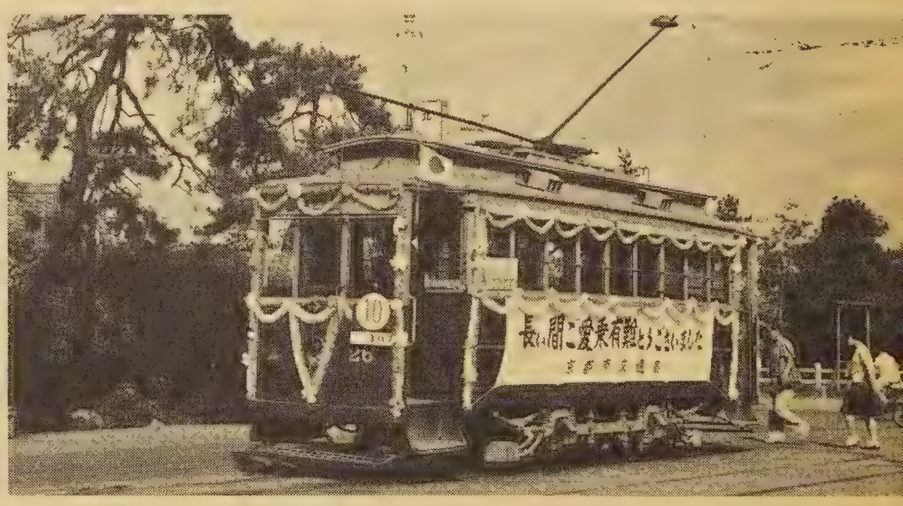
***The Lehigh Valley Transit Company's St. Louis Cars* (116 pages, history, roster, pix) is the newest publication of Lehigh Valley Chapter, NRHS. Within its spiral binding and heavy covers are superb photos of 100 series deck-roof interurban cars that served LVT between 1902-'40. Of 75 cars bought, 38 were sold eventually to systems in Oakland, Gloversville, Trenton, Danville, Pottsville, etc. The book includes data and pix of those systems' cars. Price, $2.50 from Randolph L. Culp, 602 St. John St., Allentown, Pa.**

***Electric Tramways of Hobart* is the history of Tasmania's last street railway from the first cars of 1893 to the end in 1960. Its 28 pages include many photos, map, and roster of equipment. Tasmania is said to have had the first complete tramway system in the Southern Hemisphere. Copies can be had from Australian Electric Traction Assn., Box 1017, G.P.O., Sydney, N.S.W., Australia, each 3 shillings 6 pence, plus postage.**

Two mimeographed publications have been put out for the 100th anniversary of Toronto's street railway transportation. One is the Sept. '61 issue of *The Steam Chest,* published by West Coast Railfan Assn., P.O. Box 2790, Vancouver, B.C., Canada, featuring 12 pages of Toronto streetcar history, with a roster of oars. Price 75¢.

The other is the short TTC history, with maps and a roster of present equipment, in the Sept. '61 *Newsletter* sent to members of Upper Canada Railway Society, P.O. Box 122, Terminal A, Toronto, Ont., Canada. ●

Two-in-one streamlined trolley passes the United States consulate (extreme left), Calcutta, India.
Lt. Philip B. Korst



July 21, 1961: last trolley run in Kyoto, Japan. Banner on side of car 26 says, "Thank you very much for your rides for a long time."
S. Koyabashi, 17 Shiba-Shinbori, Minatoku, Tokyo, Japan

Mail Car (Continued from page 10)

While many railroads are cutting commuter service because of heavy deficits, the tiny Baltimore & Annapolis line has just gone back into the business, reports Alex. H. Darragh. The B&A is operating a single self-propelled car on scheduled runs between suburban Harundale, Md., and Baltimore. If things work out well it will add more cars and extend the rails. The B&A has thus resumed a service it abandoned in 1949.

Akron, Canton & Youngstown board of directors have approved a proposal by Norfolk & Western to buy all AC&Y stock. If the ICC approves, N&W also will acquire a quarter interest in the Akron & Barberton Belt switching road.

Portland Zoo Railway in Oregon has been given a Federal contract to carry U.S. mail for $1 a year. More than 4000 letters were posted through the mail slot door on this train or the station postal box prior to the historic first run.

Missouri Pacific is competing actively with Louisville & Nashville for control of the 862-mile C&EI.

After 68 years, Bangor & Aroostook has reluctantly surrendered its rail passenger service to buses. During the past decade, BAR spent over a million dollars on new passenger equipment, including stainless-steel, air-conditioned cars while stepped-up schedules lopped an hour off main-line running time. Also, new services were introduced: free porter service, credit car travel, and free breakfasts in Pullmans. Fares were cut to a straight two cents per mile. Give the management credit; it really tried.

"I think we men of the SP's Tucson District, Tucson Division, hold a record," writes Tom Kirby, fireman, Rte. 8, Box 427, Tucson, Ariz. "Our district, extending between Yuma and El Paso via Gila Bend, has 26 father-and-son engine crews. Of course, they aren't all working together but on occasions you can see an engineer with the same name as his fireman. My Dad and I are one of those 26 crews."

Who wants to buy the railroad historical museum and library of Wm. Cox, 1146½ S. Clark Dr., Los Angeles 35, Calif., to set up as a non-profit, tax-deductible museum, either public or private? Mr. Cox says he collected the material over a 35-year period at a total cost exceeding $15,000. It includes all bound volumes of *Railroad Magazine* from Dec. '29 to date and a great collection of lanterns, headlights, bells, and other railroadiana that would fill a whole column if listed in full. He does not want to dispose of items piecemeal.

The Reading plans to inaugurate self-propelled, air-conditioned, rail-diesel passenger cars on some runs between Philadelphia and Pottsville and Bethlehem, with fast schedules, in October.

Mexico's most colorful railway, Ferrocarril al Pacifico, was dedicated recently at Santa Barbara, Mexico, in a beautiful and desolate spot high in the Alta Sierra Tarahumara. President Lopez Mateos gave the word and 12 Indian children unveiled a mammoth sign commemorating the 365-mile railway from Ojinga, Chihuahua, to Topolobampo, Sinaloa, on the Pacific coast.

Harvey Huston's book, *Thunder Lake Narrow Gauge*, has received an award of merit from the State Historical Society of Wisconsin as "a notable account of railroad and logging operations in Wisconsin, 1893-1941." The book includes 145 rare photos, steam roster, map, and a beautiful jacket painting in color; $7.50 postpaid from author, 860 Mt. Pleasant St., Winnetka, Ill.

The Lehigh & New England is no more; its 175-mile main line between Hauto, Pa., and Campbell Hall, N.Y., has been abandoned, but Jersey Central has bought and is operating 40 miles of L&NE trackage.

Illinois Central has just set up new freight service between Chicago and New Orleans on a record-breaking schedule: trains CN-7 and NC-8, making the 921-mile run in 28 hours—3½ hours faster than best previous time!

Rutland Railroad, closed by a strike since last Sept. 25, has rejected a proposal by Labor Secretary Goldberg to submit the dispute to arbitration and is asking the ICC for permission to abandon its entire line. •

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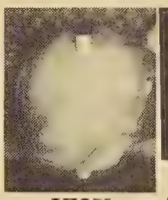
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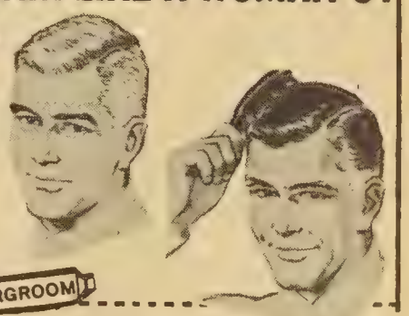
Men who have dyed their gray hair wish they hadn't. *They're stuck with the tell-tale dye which slowly fades leaving their hair streaked like a woman's.*
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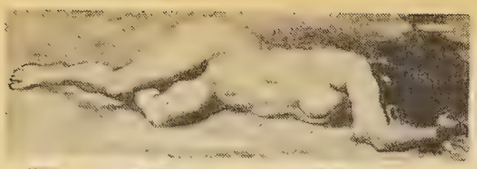

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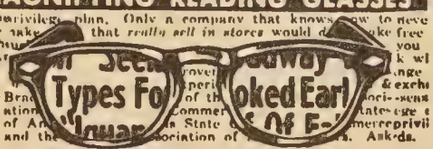

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RAILROAD HOBBY CLUB

by Sy Reich

A HOBBY that is sweeping the country is the collecting and showing of railroad and trolley slides. Several of this magazine's best cover pictures were reproduced from slides. Many fans entertain their friends or club meetings by flashing their favorite slides on a screen. The usual practice is to buy them ready-made. Some hobbyists make their own slides. Still others get them made from their own negatives, prints, or color prints by professionals like Paul Garde, Box 2222, Green Mountain Falls, Colorado.

Sy Reich

Processing slides from other fellows' pictures is only a side line for Paul, who is known as the world's largest producer of rail slides. The list of subjects he turns out independently is as long as both of your arms. It includes steam, diesel, and electric locomotives, trains, rolling stock, streetcars, and scenics, both in color and black and white, from U.S., Canada, Mexico, and overseas. The entire list, with detailed descriptions, may be had by sending Paul 35 cents — which, incidentally, is also the price of each of his color slides. His trade name is Thirty-five Slides.

Baraboo, Wis., is not only the town in which Ringling Bros. got their start long ago and where the Circus World Museum is now located; it is also the address of RLP Co. (233 Third St.,), which recently released a new hi-fi 12" record, *Steam Power Along the Chicago & North Western Railway*, $4.98. One side is devoted largely to the struggle of Mike 2466 up wet, leaf-covered rail. Other side: loud-voiced 2900-series working "varnish" runs. The recording, originally taped in 1955, is of somewhat limited range and not perfectly edited, but these drawbacks are minor compared to its historic and nostalgic values. Recommended.

David Cope's new 12" hi-fi, *Whistles on the West Jersey* (B&C Productions, 487 Paxton Hollow Rd., Broomall, Pa., $4.95) shows good recording quality and serves as a fine memorial for Pennsy's famous E-6a Atlantic No. 460, which pulled the fast Lindbergh Special. Also featured are sequences of Reading's 2124 and some P-RSL K-4 Pacifics and B-6sb O-6-0's. Recommended.

"Speaking of Pennsy steam," says Howard Shottenfeld, who reviewed these records for us, "when will someone put out a disk that does justice to those wonderful PRR freight banshee whistles? We know of only one, on Railroad Record Club's excellent Pennsy record, but it's blown with no expression or artistry."

What happened to the various experimental lightweight passenger trains? The following answer comes from Larry Steingarten, 690 Academy St., New York City:

ACF-built Talgo, the New Haven's John Quincy Adams, powered by F-M, is now stored in Cedar Hill Yard.

ACF-built Talgo on Boston & Maine, powered by F-M, is in service today between Boston and Reading, Mass., and Portsmouth, N.H.

These three trains are now in the Rock Island's Chicago-Joliet suburban service: ACF-built Talgo, originally the Rock Island's Jet Rocket, powered by GM; Pennsy Aerotrain, built and powered by GM; and the GM-built-and-powered Aerotrain, formerly NYC Great Lakes Aerotrain, UP City of Las Vegas, and one of the Santa Fe's San Diegans.

Train X, built by Pullman-Standard, powered by B-L-H, the NYC Xplorer, is now stored in Beach Grove Shops. (Someone tried to name this one the Railplane.)

Another Train X, built and powered by same, the New Haven's Dan'l Webester, is now stored in Cedar Hill Yard.

Hot Rod (modified RDC), built by Budd, powered by GM, the New Haven's Roger Williams: part of train is now in Boston-Providence local service, rest is stored in Cedar Hill Yard. (Budd tried to name this train the Flying Cloud.)

Tubular Train, built by Budd, conventional power, the Pennsy's Keystone, is now in service between New York, Philadelphia, and Washington.

The Steam Parade

Chesapeake & Ohio has just given Kanawha-type loco No. 2789 (Alco, 1947) to the City of Peru, Ind., as a memorial of the Steam Age. This is the 14th steamer C&O has given to on-line communities and museums. There are C&O locos in the Henry Ford Museum, Dearborn, Mich.; Museum of Transport, St. Louis; Kentucky Railway Museum, Louisville, and National Railroad Museum, Green Bay, Wis.

No. 470, the last steam engine used on the Maine Central, has been given to the City of Waterville, Me., for permanent display. Another Maine Central steamer, No. 503, was standing on the South Portland rip track the other day when Dick Seinmetz passed by.

"Bert Pennypacker's '103 Years of Reading-Built Locomotives' (Dec. '61) brought back memories," writes Paul Moser, Delaplane Manor, Newark, Dela. "I worked in the Reading locomotive shops many years ago, being the youngest of three

generations of Reading employees. As a boy living north of Reading, Pa., I watched many fast trains and coal drags pulled by Camelbacks. One hogger would play 'Home, Sweet Home' on his whistle. Can some reader tell me who he was?"

The death of Paulsen Spense, owner of the Louisiana Eastern, a three-mile quarry railroad operating two or three engines, is reported by Jim McKay, 6225 Chester Blvd., Fort Wayne, Ind. Mr. Spense's hobby was his collection of 40-odd locomotives, including NKP 173, a 4-6-4. It is hoped that railfans can save at least a few of the fine old steamers from being scrapped.

Homer McArtor, 1360 West Main St., Newark, O., who has worked as a B&O clerk, telegrapher, train dispatcher, chief train Dispatcher, division operator, and rules examiner has written a musical testimony, "Farewell, Old Steamer," to the era he knew best. Copies of sheet music and words of this song may be bought at 50¢ each.

Following is a list of Georgia steam power still intact, from Alton Lener, 2572 Green Meadows Lane, Atlanta, Ga.:

Georgia RR.: 2-8-2 type No. 302 on display at North Augusta, S. C.

Atlanta & West Point: 4-6-2 type No. 290 on display in Lakewood Park, Atlanta.

Chattahoochee Valley: 2-8-0 type No. 21 (ex-TAG) in Atlanta for NRHS fantrips.

Conasauga River Lumber Co.: Shays 112 (ex Frost-Johnson Lumber) and 2147 (ex Davis Supply Co., ex John J. Craig Marble) at Conasauga, Tenn., near Tennga, Ga.

Cherokee Brick & Tile: 2-4-2T No. 3 in Atlanta for display by NRHS; 2-4-2T No. 1 and two 2-6-2T's at Macon plant.

Meriweather Brick & Tile: 0-4-0T's stored at Augusta.

Georgia Power Co.: 0-6-0T's 97-98 in daily use at Atlanta.

McCreay Bros. Lumber: 2-6-2T's and 0-4-0T's reported in use at Willachoocee.

CofG: 0-6-0 and 2-8-0 at Macon on display; 4-6-0 stored at Savannah; 4-4-0 being shopped in Atlanta for use on a shortline.

Gainesville Midland: 2-10-0 No. 203 in Atlanta awaiting repair for use on NRHS fantrips; 2-10-0 No. 206 in Atlanta awaiting disposition; 2-10-0 No. 208 at Winder on display; 2-10-0 No. 209 in Gainesville awaiting display; 2-8-0 No. 116 at Jefferson on display.

Atlantic Steel Co.: 0-4-0T No. 1 on display in Atlanta.

Gulf Power Co.: 0-8-0 (ex L&N) in use at Chattachoochee, Fla.

Argent Lumber: 2-6-2 in Savanah on display.

S&A: 4-6-2 No. 750 (ex FEC) stored serviceable in Savanah.

St. Marys RR: 4-6-0 reported stored serviceable at St. Marys.

SOU: 0-4-4 Forney 1509 on display at Lakewood Park, Atlanta.

Wrightsville & Tennille: 2-8-0 No. 223 stored serviceable at East Dublin.

Milsted RR: 0-6-0 (ex A&WP) 104 stored unserviceable at Milstead.

Western & Atlantic: 4-4-0 No. 49 on display at Grant Park, Atlanta.

The Great Northern has eight Class 08 2-8-2's at Allouez, Wis., reports Merlin Olive, 1016 3rd St. W., Wilmar, Minn., thawing out frozen ore cars in winter.

ACL loco on display at Tampa, Fla., is 250, not 460 as our Feb. issue stated, reports W. A. Gibson, St. Petersburg, Fla. She is a Baldwin 10-wheeler, Class K-14, built in 1910; and ACL No. 1504, Class P-5-a, (Alco, Brooks, 1919) USRA light Pacific is on display at ACL headquarters at Jacksonville. An ex-ACL 0-6-0 switcher, Class E-4 (Baldwin, 1904) is on display at Pierce, Fla., near Mulberry, at the plant of the owner, American Agriculture Chemical Co., which operates several miles of trackage with diesels.

Lloyd Moore, Mebane, N. C., reports that Bill Deppe missed one locomotive in his Dec. '61 article, "Where to Find Steam Today in the Carolinas," namely, a 4-4-0 fireless cooker at Carolina Power & Liaht Co., Lumberton, N. C.

Bill tells us that Charlotte's Homeland Park now boasts a Gainesville Midland Steam engine in display while Tanglewood Park in Winston-Salem has acquired a Norfolk & Western steamer. He says, too, that the Rebel RR., a tourist pike mentioned in his article, has gone into operation with White Pass & Yukon power and is using three ex Smokey Mt. RR. engines as advertising signposts. Their road is located at Pigeon Forge, Tenn., a few miles from Cherokee.

Three Grand Trunk Western steam locos have been saved from the blow-torch, reports The Michigan Railfan (Michigan RR. Club). Dick Jensen bought No. 5629, the National Museum of Steam Propulsion has No. 4070, and MRC member Fred W. Crew owns No. 6323. The same periodical says Mack Lowry of Akron, O., has just imported a German-built, 2-ft. gage, coalburning 0-4-0T for his rail museum.

West Virginia may soon have a new steam road. The state legislature has appropriated $150,000 to buy 3 coalburning Shays and 16 miles of trackage from Cass to Bald Knob for a tourist attraction.

Photos of Vandalia Nos. 129 and 420 (page 28, 29) came from the Charles E. Fisher collection.

Rare old GTW photos and glass-plate negatives are owned by Gage Printing Co., 29 N. McCamley St., Battle Creek, Mich., The Michigan Railfan discloses. Apparently that company used to be official GTW photographer and now has the most complete collection of GTW steam shots known to exist.

Northern Pacific still has two 2-8-2's, Nos. 2315 and 1506, at Brainerd, reports Burt Loring, Rte. 5, Brainerd, Minn., who will sell detailed scrap list of nearly 1,000 NP steamers, $4.

The city of Hoquiam is building a triangular landscaped park on the corners of Bluff and Chenault Avenues and Lincoln Street to house a 45-ton Baldwin logging loco, a donkey engine, and other logging relics. The Hoquiam & Penninsula RR., as it will be known, is selling shares of stock, $1 each plus 25¢ handling. These stock certificates, suitable for framing, are available from the H&P, Box 699, Hoquiam, Wash.

These notes about steam power in California come from an anonymous fan living in Grasse Valley, Calif.:

Feather River Ry. was dieselized last fall. Shay No. 3 will probably may never run again. Shay No. 1 has been given to City of Oroville for display across from SP depot. No. 8 (ex Clover Valley Lumber Co.) is stored at Quincy. No. 2, 3-tank Shay, is used for steam supply at Feather Falls. No. 3, 3-tank Shay, is on stand-by service. No. 91 is stored unserviceable.

At Standard, the Pickering Corp. is working two 3-tank Shays and several diesels. At Tuolumne the same company, West Side Lumber Div., has seven 3-tank Shays stored, all 3-foot gage, awaiting possible sale. One 2-tank Heisler, converted from n.a., switches the mill daily.

The n.g. West Side Lumber road is being torn up. Management would like to sell its seven 3-tank Shays. Know anybody who wants to buy one?

At Stockton, M. Davidson & Son scrapyard is storing an ex State Belt Ry. 0-6-0, a 3-tank Shay, and a 2-6-2. Also at Stockton are stored at Connel Bros. Truck Terminal the following Pickering Corp. locos: 3-tank Heislers Nos. 1, 3, and 10 and 3-tank Shay No. 12, ex Sierra Ry. A Western Pacific 0-6-0 is stored in WP roundhouse at Stockton.

In Nevada: Clover Valley Lumber Co. No. 4, a 2-6-6-2T (Baldwin, 1925), is providing steam for a sawmill dry kiln. A move to revive the old Virginia & Truckee started off with a big bang but soon fizzled. The Division of Parks has decided not to rebuild the line. They own V&T engine No. 7 and a baggage car which they are trying to have moved to the Carson City enginehouse, reports Wm. Hart of the Sierra Mt. RR. Club, Auburn, Calif.

Wm. Harrah of Harrah's Club, announces his intention of building a n.g. tourist railroad at Lake Tahoe, using equipment from the SP's abandoned Keeler branch.

Setouts and Pickups

April 28: Santa Fe train excursion sponsored by Orange Empire Trolley Museum lv. Los Angeles Union Station 9:45 a.m., Pasadena 10:15 a.m., for run to Hermet, where buses take you to pageant grounds for annual Ramona Outdoor Play and barbecue dinner. Total cost, $13.25. Tickets must be ordered by April 10 from Ramona Excursion, P.O. Box 501, Perris, Calif.

A new 16mm railroad film of unusually good quality, *Science Rides the High Iron*, with narration by news commentator Chet Huntley, is being shown to the public. Produced in color by the Association of American Railroads, Transportation Bldg., Washington 6, D. C., it runs for 25 minutes and depicts how railroads have teamed up with scientists and engineers in a multi-billion-dollar program to modernize and improve railroad opera-

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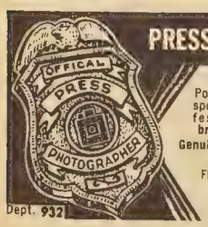

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tion and services. Included are laboratory studies, CTC, push-button yards, microwave, electronic computers, piggyback, and containerization.

Another worthwhile 16mm film is *Never Argue With a Train*, b&w, 13 minutes, emphasizing the dangers at highway-rail crossings. It is available for showings to schools, clubs, and business and civic groups. Prints may be borrowed without cost from the producer, Illinois Central, Library of Audio-Visual Aids, 135 E. 11th Pl., Chicago, Illinois.

Speaking of films, Clarence Shaw, Box 16, Zachary, pa., will pay a good price for an 8mm movie, *The President's Special*, formerly available from Blackhawk Films, Davenport, Ia., but no longer in stock.

Two railroad brochures, beautifully illustrated in color, "Germany for Rest and Travel" and "A City on Wheels," may be obtained, free, from Heinz Koch, Public Relations Manager, German Federal Railroads, 11 E. 42nd St., New York, N.Y.

A pamphlet suggesting how to take photographs from railroad dome cars may be had free from the Union Pacific Railroad, 1416 Dodge St., Omaha 2, Neb.

Charles B. Castner, longtime railfan and corresponding secretary of the Kentucky Railway Museum, has finally achieved his long-held ambition to ride trains free. Charlie has just joined the staff of *Louisville & Nashville Magazine* and is now riding L&N trains free. He lives at 2226 Wynnewood Circle, Louisville, Ky.

Group of patients at Gowanda (N.Y.) State Hospital are building model railroad in basement, reports Wm. C. Kessel. When completed, layout will have 600 feet of HO-gage track.

New Haven Society of Model Engineera holds annual spring show Feb. 9-25 at 90 Court St., New Haven, Conn.: HO, O-gage third-rail, and O-gage traction: adults 50¢ kids 35¢.

South Shasta Lines, O gage, 2-rail DC, holds annual spring show at G. A. Humann Ranch, 2 miles SE of Gerber, Calif., every Sunday in April. Added attraction: oldtime steam tractors in operation. Admission by donation.

A new railway cachet, made available by National Highway Post Office Society, Box 142, Salem, Mass., is particularly suitable for first and last trips of Railway Post Offices but also for any other RPO cancellation. It bears the words "Railway Post Office" over a representation of a Milwaukee Road self-powered RPO and is printed on good quality envelopes. Price 10 for 50¢ or 24 for $1.

A Bulletin describing Canada's largest logging railroad, the Nimpkish Valley, can be had for $1 from British Columbia Railway Historical Asso., Box 114, Victoria, B.C., Canada. It includes a map, roster, and photos as well as historical text.

Henry Bender, 2737 Graceland Drive, N.E., Albuquerque, N.M., handles subscriptions to the monthly "Newsletter," Railroad Club of New Mexico, featuring New Mexican rail histories. Subscription, $1.50 a year.

"I have every issue of *Railroad Magazine* since Dec. 1929," writes John B. Allen, Box 259, Centralia, Ill. "The more steam material you print, the more I like it. I really enjoy 'Frog' Smith's articles with their steam power and girl stuff. What a life Frog must have had!"

John is a third-generation railroader. One of his grandfathers lost an arm on the old Wisconsin Central, his father had 42 years on the Chicago & Eastern Illinois, and John clerked for years on the Burlington and C&EI.

"I took up railroad photography in 1918," he says, "but lost many of my pictures in a flood. I still have about 15,000 postcard-size negatives, most of which I snapped myself since 1934. Also, I bought some 2,300 5x7 negatives, about 200 8x10's, and about 2,000 size 116. All are steam. In addition, I have a large library of rail publications, books, public and employee timetables, and 63 different issues of the *Official Guide*, dating back to 1886.

"In my photography I concentrated on short-lines, including logging roads, and railroads in the South. Once I shot 75 different Clinchfield steamers in two days at Erwin, Tenn., every one posed in the best spot by general manager's orders. Since then I have been able to route seven cars of glazed tile for a long distance over the Clinchfield. So favors granted to a photographer sometimes pay off. I regret that the new generation will never know the thrill of steam whistle at night or a Mallet losing her feet on the grade." ●

Next *Railroad Magazine*: June (out April 3)

BOOKS of the RAILS

MR. PULLMAN'S ELEGANT PALACE CAR, by Lucius Beebe, 575 pages, 8⅜x 11", illustrated with photos, drawings, old prints; Doubleday, Garden City, N.Y., $17.50.

Without doubt, Lucius Beebe is the world's best-known railroad buff, a Steam-Age messiah, and his growing output of picture-rich books is a colorful contribution to rail lore. The latest volume is—to steal a cliche from TV commercials—"giant size." It's a really big album, handsomely bound, thick coated paper, dealing with the "railway carriage that established a new dimension of luxury and entered the national lexicon as a symbol of splendor." This description is typical of the Beebeian purple prose, a style we rather like, but in this book the text matter becomes, at times, a bit repetitious.

The author wafts us back into a dream-world that less gifted writers refer to as "the good old days." In that halcyon era George Mortimer Pullman's hotel cars gave un-bored passengers more than the comforts of home. Pullman knew what travelers wanted, and provided it—at a price, and for profits that led eventually to the biggest railroad strike in history.

Beguiled by the Pullman touch, cross-country trips became elegant jaunts garnished with delicious meals. Dining-car menus were feasts for gourmets. Who cared how long it took to ride from Chicago to Omaha when you could enjoy a porterhouse steak for two, with mushrooms, for one dollar? In time the stubby-bearded little man could boast that his rail-riding guests occupied 260,000 beds every night in the year.

But Mr. Pullman had no monopoly on sleeping cars. One of his rivals, Colonel William D'Alton Mann, built and sold what he termed boudoir cars, which he named for operas and divas. Their closed compartments gave more privacy than Pullman berths and each car had a fancy icebox stocked with champagne, boiled eggs for breakfast, and the like.

Beebe also treats us to a folio of "private varnish." Several mansions on rails carried off-beat equipment such as a live milch cow in Jay Gould's car and a set of gold plumbing fixtures in James Donahue's. The book presents some fine views of non-public cars, including, of course, the exclusive *Gold Coast,* which Beebe owns jointly with Charles Clegg, and other choice illustrations, altogether about 500, many of which we had never seen before.

RAILROAD MEN: A book of photographs and collected stories, by Simpson Kalisher, 84 pages, 8½x9", Clark & Way, 35 West 21st St., New York City, $6.95.

Kalisher took a tape-recorder and a camera throughout the U.S., speaking to railroaders and taking their pictures. Most of the pix show men at work. The stories they tell are authentic. Accompanying the text are 44 black-and-whites, masterful cameras studies, dramatically realistic. The book is beautiful. We think that a lot of people will like it.

CIVIL WAR RAILROADS: Pictorial History of the Iron Horse, 1861-'65, by George B. Abdill, 192 pages, thick coated paper, 8x10½", illustrated with photos, Superior Publishing Co., 2809 Third Ave., Seattle, Wash., $12.50.

Mr. Abdill has done it again. *Civil War Railroads* is a welcome addition to the literature of steam lore. G. B. A. is a working hoghead on the Southern Pacific's Portland Division and author of three previous books. His latest volume tells us in pictures and text what happened on American rails during the period from John Brown's seizure of Harper's Ferry in 1859 to General Lee's surrender in '65.

We learn, for example, how Gen. Herman Haupt, head of U.S. Military Railroad Service, supervised the restoration of war-damaged railroad structures and equipment and how he helped to keep the desperately-needed trains rolling. All in all, it's mighty interesting.

ARTHUR KONYOT: The White Rider, as told to Wm. D. Reichmann, 172 pages, 7x10", illustrated with drawings and 33 full pages of photos, The Hill & Dale Press, 235 Glendale Ave., Barrington, Ill., $10.

Those of us who are circus fans as well as railfans welcome this autobiography for its fascinating new light on the "artists" of both sexes who risk their lives daily under the big top and in vast walled-in arenas, and also because of its informative details on how a circus moves by rail. For 60 years Konyot toured 19 countries on three continents. No railfan can beat his mileage.

BULLETIN NO. 105, edited by Charles E. Fisher, 92 pages, 5½x8½", paperbound, illustrated, Railway & Locomotive Historical Society, Baker Library, Harvard Business School, Boston, Mass.; price to members $2; non-members $3.

This collection of rail lore, like its predecessors, is recommended for students of railroad history. It covers such miscellaneous topics as the development of railroads in Washington, D.C.; Forney engines, Pennsylvania coal roads, the Kentucky & Tennessee, and New Haven parlor and sleeping cars, plus a valuable reference list of recent books, magazine articles, and pamphlets. Its editor, Charlie Fisher, was spotlighted in our February "Interesting Railfans" section. ●

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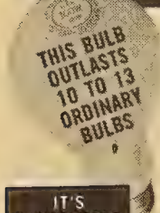

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Union Pacific's newest locomotives are four 2500-horsepower General Electric U25B units built at Erie, Pa. This four-motor four-axle type, powered by GE's FDL-16 diesel engine, is designed for heavy drag and high-speed freight runs. GE also has sold eight U25B's to the Frisco and eight others to the Santa Fe.

The Switch List

ITEMS in this section are published free of charge, in good faith, but without guarantee. Keep yours within 28 words, including name and address. Use our common abbreviations such as *tts.* (timetables), *emp. tts.* (employees timetables), *b&w* (black and white), and SAS (send 4¢ stamped envelope for list or details).

Every entry will appear in the next available issue; but we work far ahead, so don't be disappointed if yours is not printed at once. Be sure to mention (1) sizes of pix, (2) whether steam, diesel, or what (3) whether or not a list is available, and (4) condition of the magazines you offer.

Write each item plainly (or pen-print or typewrite it) on a postcard or separate sheet of paper—not buried in a letter dealing with other matters. We discard items that are hard to read.

If you want pen pals, state your special interests so that they will know what to write about. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York 17, N.Y.

JOHN AARDEMA, 223 Slater St., Paterson, N.J., wants any size loco pix Interstate 12-14, 24-26, Austrian 2-12-2T, Bulgarian 2-12-4T, Japanese 2-10-4T, Argentine 0-12-2T.

JIM ALAIN, 5590 Inkster Rd., Birmingham, Mich., wants b&w color pix DSR Peter Witts, Twin Coach trolley coaches.

JOHN ALLEN, Box 259, Centralia, Ill., sells steam negs. sizes 116, 122.

W.B. AMES, 618 Helmet St., Waterloo, Iowa, collects steam, pix, especially CGW. (What size?)

ED ANDERSON, 1 Gunnarson Rd., Worcester, Mass., sells MTA pix, sizes 3½x5, 5x7, 8x10, Kodacolor, b&w; list 10c.

C.T. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla., sells 4x5, p.c. pix LV, RDG, CNJ, L&NE, eastern Pa. shortlines. (SAS)

SLOAN AUCHINCLOSS, 255 West St., Dedham, Mass., sells trolley drawings on 8x10 hard paper; PE or San Diego lines. (SAS)

A.A. AUDET, 221 King West, Sherbrooke, Que., Canada, will buy '20-'30 CNR loco roster, size 116 steam pix of GT, QCR, old Canadian rrs.

TERRY BAILEY, 105 S. 18th St., Ft. Pierce, Fla., buys pix VGN and sw. keys. (What size pix?)

JOHN BARTH, Jr., 54 Poplar St., Closter, N.J., sells 5x7 diesel, elec. pix LIRR, NYS&W, NYNH&H, others. List 5c.

JERRY BARTON, Jr., 1003 Manor Dr., Woodland Heights, Elgin, Ill., will trade pix of Milw., CB&Q for MKT info.

J. BEARDSLEY, 451 W. Mifflin St., Madison, Wis., will sell '93 Grimshaw's Loco Catechism; also 16S 21-jewel IC rr. watch.

J.D. BITNER, 1407 Ellenglen, Towson, Md., wants source of info. on Mt. Gretna, Pa. n.g. rr. (1885-1915).

LES BLUBAUGH, 942 Marietta Ave., Ixonia, Wis., wants to hear from railroaders working on inventions, any kind.

CONSTANTINE BRANDON, 30-73 49th St., Long Island City, N.Y., buys any size pix US-blt. locos used in Argentina. (You should contact A. I. Reid listed below.)

RAY BROWN, RD 1, Middletown, N.Y., buys R&LHS Bulletins before No. 66.

FELIX BRUNOT, 645 E. 54th St., Hialeah, Fla., sells p.c. pix. (SAS) (Pix of what, Felix?)

ROGER BURROWS, 19 E. 47th Ave., Vancouver, B.C., Canada, trades 35 mm slides, 116 negs. PGE, CPR, CNR, GN, etc., diesel, steam, for other N. Amer. rrs.

PAUL CABLECK, 2549 California Ave., Dayton, O., buys any size steam negs. Trades, sells pix, any size to 11x14. (SAS)

LEO CALOIA, 14813 Mansa Dr., La Mirada, Calif., sells 3½x5 steam, diesel, PE pix, 20c ea.; free list.

JEFF CLACK, 1106 11th St., Wheatland, Wyo., sells "Directory of Remaining Steam Locos in US," 75c copy.

WM. CLEARY, Jr., 90-31 Whitney Ave., Elmhurst, N.Y., wants any size negs. of LIRR steam, incl. PRR locos on LIRR.

GEO. CORBEN, 15307 White, Grandview, Missouri, wants pix of UP old locos, trains, on Kansas Div. Buys KCS, UP steam negs. 120 size or larger.

DOUG CUMMINGS, 8070 Oak St., Vancouver, B.C., Canada, buys, trades size 616 negs. of steam, elec., trolleys, esp. Canadian, western U.S. Sells 616 pix. List 25c.

JIM CUNNINGHAM, 185 W. Brentwood St., Detroit, Mich., buys on approval any size orig. steam negs.

OWEN DAVIES, 1214 N. LaSalle St., Chicago, Ill., buys, sells railroadiana, esp. books, mags. Just appointed sole U.S. distributor of books issued by Traction Publications, Canberra, Australia.

DON DIETRICH, 2116 N. Richmond St., Chicago, Ill., wants LaCrosse & Southeastern any size pix, negs.; also locomotive roster.

FRANCIS DONOVAN, 101 Winthrop St., Medway, Mass., wants any size pix NH Boston to Waterbury Midland Div. via Walpole, Putnam, Willimantic.

ROD DUFF, 131 N. Ivy, Monrovia, Calif., wants info. and pix of Bodie & Benton RR. at Mono Lake, Calif., 1883-1918.

JOHN DUTTON, 19 Allen St., Augusta, Maine, will trade Blackhawk 8mm 50-ft. b&w movie "At Sherman Hill" for rr. books.

LARRY EASTWOOD, 2560 Fetters Mill Dr., Bryn Athyn, Pa., is auctioning off Eastern U.S. railroadiana, mostly tts. (SAS) Wants pix RDG OE7, OE10 steam locos.

CARL EHRKE, 99-50 64th Ave., Rego Park, N. Y., trades LIRR emp. tts. for other eastern rds.

WILL ELDREDGE, 3813 Haring Rd., Metairie, La., wants Loco and Car Bldrs. Cyclopedias.

DAVE ENGMAN, 479 Abbottsford Ave., Philadelphia, Pa., will trade Beebe's "Highball" for B&M size 616 negs., tts., emp. mags.

JACK FARLEY, 1907 5th Ave., San Rafael, Calif., buys 616 or larger negs. SP cab-in-front, UP 4000's, N&W 4-8-8-4's, PRR, all steam in action.

CHUCK FEATHER, 442 Salvini Dr., Pittsburgh, Pa., trade 8mm steam movies, tapes, VGN marker lts., B&O builders plates; wants Pennsy loco No. plates.

R. FOSTER, MK, Kenyon College, Gambier, O., wants to hear from fans familiar with Phila. & Western.

T.M. FLATTLEY, Jr., 411 Gatewood Rd., Woodcrest, Haddonfield, N.J., sells RDG, N&W steam negs. (SAS) (What size?)

R.A. FREDERICK, 8417 Lindburgh Dr., Indianapolis, Ind., wants any size negs. PRR 4-6-2's 150, 7510, 7519, 7522, 7792, 8154, 8656.

LES FREMMING, 1650 N. Pacific St., Kelso, Wash., sells rr. postcards. List, samples, 20c.

GEO. GLADE, 1333 Hazenwood Dr., Foxwood, Pitcairn, Pa., will sell Andrews' book, "This Was Logging," new, $5.

COLIN GRAY, 35 Rogers Rd., Toronto, Ont., Canada, sells steam, diesel pix, sizes 116 to 8x10, also swaps steam negs.

BOB HAINES, 23 Stickles Ave., Kingston, N.Y., buys 8mm movies steam on U&D, NYC Catskill Mt. br., NYC Wallkill Valley br.

BOB HARDING, 40 Beach St., Marblehead, Mass., trades uniform buttons, including Panama RR., Pennsy.

GRAHAME HARDY, Box 622, Carson City, Nev., buys, sells new and rare old rr. books, mags., annual reports, other railroadiana. Big list free.

LES HARLOW, 5901 Paul St., Alexandria, Va., will sell set of Railroad Magazine 1/33-12/57 (only 6 issues missing) unclipped, best offer.

JIM HARPER, 5436 N. 20th St., Milwaukee, Wis., sells pix pass. tr. equip., Milw. Elec. interurbans. (SAS) (What size pix, Jim?)

GEO. HARRIS, 824 Moncton Ave., Winnipeg, Man., Canada, sells size 616 negs. live steam U.S. lines, CPR, CNR, trolleys.

KARL HENKELS, 1628 N. Oakley Ave., Chicago, Ill., will trade orig. 35mm color slides of diesels and cabooses in his area for those in yours.

DICK HERBERT, 111-33 66th Ave., Forest Hills, N.Y., wants NYC steam pix at N. White Plains and on NYC Putnam Div. (What size pix?)

FRED HILL, 333 Enxing Ave., West Carrollton, O., is building scale model of one of 3 fireless locos built by Lima for National Cash Register Co. and is preparing booklet on same. Records destroyed by flood. Fred wants names and addresses of men who could supply info. or loan pix.

KEN HOWELL, 411 Central, Sedro Woolley, Wash., sells 7x11 cancelled MKT stock certificates 50-70 yrs. old.

RUSS HOXIE, Edgewater Rd., Wakefield, R.I., collects postcard views U.S. railroad stations.

JOHN ILLMAN, 7400 Errol Dr., El Cerrito, Calif., trades, sells emp. tts. Sells NP tr. orders. List, 4c stamp or trade for your list.

BOB INGHRAM, Box 194, Chesapeake, O., buys any size Kelly's Crk. slides, negs., pix, also certain NYC steam locos.

WILLIE INGRAM, Box 396, Bison, Kan., sells wide variety rr. and circus material, incl. pix, bks., mags.; other miscellany. (SAS)

HAL ISHAM, 1231 Maple St., Rocky Hill, Conn., sells old checks, payrolls, condrs.' and agents' reports, etc., of defunct eastern NY, western Conn. rrs. (SAS)

K.C. JENKINS, Box 3008, Westlake Sta., Daly City, Calif., buys any size negs. of shortline steam, elec.

ARNOLD JOSEPH, 2512 Tratman Ave., New York City, sells back issues Railroad Magazine, Trains, Mdl. RRer, RMC, Mdl. Bldr., HO Monthly. (SAS)

E.N. KEMLER, 506 W. Stoughton, Urbana, Ill., trades old issues Railroad Magazine, Trains. Will trade 1902-'10 B&O Royal Blue Magazine for old tts. or rail mags. (SAS)

RAY KLEIN, Co. F, ISB, Ft. Benning, Ga., wants CG tts., mags., other items.

CHAS. KNOLL, 120 Coolidge, Spencerport, N.Y., will trade pointed-end semaphore blade for short, square, dwarf or forked-end blade.

DAVE KNOX, RD 1, Parkesburg, Pa., will sell Waltham rr. watch made in '90 with steam loco engraved on heavy silver case. Recently overhauled, keeps perfect time.

RALPH KOUTNIK, Box 194, Bellaire, Mich., will sell '44 ICS course "Locomotive Firing and Accessories" for best offer.

A.M. LANGLEY, Rte. 1, Box 64, North Augusta, S.C., wants steam and diesel pix (what size?), tts., emp. tts., other railroadiana, only rds. in South, buy or trade.

JOE LAPEUSZ, 39 Maltby Pl., New Haven, Conn., will sell 256 issues Railroad Magazine, practically every issue 1932-'55, nearly all in good cond., for best offer. (SAS)

C.A. LE COMPTE, Orwell, Vt., sells CV tr. orders issued at Brandon, Vt., 1892-'95.

BOB LEHMOTH, 3045 Edmonds Rd., Lafayette Hill, Pa., buys or trades for p.c. size pix Schuylkill Valley Trans., Norristown Trans., PRT, 5x7 CB&Q 4961, 4991 action pix.

RON LEITCH, 18707 Ferncliffe Ave., Cleveland, O., will sell "Notes on Track," 1208 pgs., published 1903.

BOB LE MASSENA, 1795 S. Sheridan St., Denver, Colo., wants Moody's RR Manuals '54-'59. Sells 13 Moody's Public Utility Manuals '35-'53.

FRANK LESLIE, 123 Lake Ave., Fair Haven, N.J., sells loco bldrs. plates, No. plates; list 10c.

N. KENT LOUDON, 203A New Residence Hall, W.V.W. College, Buckhannon, W. Va., sells b&w, color pix (what size?) BC&G, CPR, PRR, S&L steam, diesel, DL&W diesel, MU's etc. List 10c plus SAS. (Ed. note: Some of his pix used on Railroad Magazine covers.)

RAFAEL CODOL MARGARIT, 34 Mariano Cuiner, Igualada, Spain, sells European rr. photo books, tts., sound recordings, etc. Wants rr. postcards, any country.

TOM MARSH, 14 Sopwell Lane, St. Alban's, Herts., England, trades 35mm color slides British Rys. for TTC subway, ex Birmingham, Kansas City PCC's.

CLEM MARTIN, 1737 16 Ave. S., Birmingham, Ala., sells pix of Civil War loco "General," 3x5, 8x10. (What price, Clem?)

DAN McCORMICK, 1 Isabel St., Massena, N.Y., will buy pix or negs. of circus or carnival rr. operations in 1920's, '30's, or will swap Norwood St.L. steam and St.J. & Lam. County diesel. (What size?)

W.F. McDERMOTT, 1173 Bridge Rd., Oakville, Ont., Canada, wants any size pix or negs. of CPR 923. Also trades loco bldrs. plates, esp. Canadian.

ED McGRATH, Box 376, Mahanoy City, Pa., will trade many items for rulebooks or sw. keys. Over 300 emp. tts., 1951-'61, $100. (SAS)

ED McLAUGHLIN, 2209 Irwin St., Fort Worth, Tex., selling big collection lanterns, lamps, sizes 616, 620 pix, 35mm, trades negs. Big list free.

HAL McMICHAEL, Lakeland, Fla., sells p.c. copies of bldrs. pix VGN 2-8-8-4, and 2-8-8-0 rebuild, other experimental designs, also TH&B loco. pix.

ED METZ, 1162 Lynda La., Warminster, Pa., sells and trades train orders. (Which roads, Ed?)

N.C. MILLER, Jr., 1212 Stickney Point Rd., Sarasota, Fla., sells orig. oil, watercolor paintings of steam locos. (SAS)

FORREST D. MILLET, age 56, last heard from 12 yrs. ago when heading for rr. job in Nebraska, contact your sister, Mrs. Fay Miller, 347 22nd St., East Moline, Ill.

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(Mr.) SINICHI MIYAZAKI, Ohno, Inaba-cho, Inaba-gun, Gifu-ken, Japan, sells 35 mm color slides Japanese rys., mostly elec. MU, 45c ea. Use international postal money order.

THURMAN MORGAN, 2527 Thompson St., Ft. Myers, Fla., sells ACL diesel pix, size 3½x5. List, sample 10c.

TOM MULLAHEY, 933 E. Centre St., Mahoney City, Pa., has over 100 switch keys, mostly old, rare, and over 70 old rulebks for sale. (SAS; state wants.)

Miss SHINOBU NAKAMURA (age 17), 2-569 Kamiochiai, Shinjuku-ku, Tokyo, Japan, trades steam, diesel, elec. negs., sizes 5x7 and 8x10.

DAVE NESTLE, 81 Hall St., Greenwich, N.Y., sells railroadiana. List 8c stamps.

LARRY OTIS, 9 Marois Ave., Gorham, N.H., wants teen-age pen pal interested in any U.S., Canadian rr., esp. diesels.

R.D. PATTON, Box 573, Christiansburg, Va., sells p.c. size pix steam, diesel, elec., rr. stations; 3 samples and lists 25c.

HAROLD PINSKER, 1755 Story Ave., Bronx, N.Y., buys, swaps N. Amer. stcar. and bus transfers.

LOUIS POLINIAK, 1017 N. Washington St., Shamokin, Pa., will trade Nthn. Central pix for pix of LV wreck at W. Dunellen, N.J. 1/10/99 between Nos. 20, 71.

JAY POTTER, 26 Ridgecrest Rd., Wheeling, W. Va., wants teen age pen pal in Wilkes-Barre, Pa.; also wants pix of PRR BH-50's.

G. G. PRICE, JR., 531 Ott St., Harrisonburg, Va., is selling many duplicate copies of Railroad Magazine, some as far back as 1907; many complete years. (SAS)

F.H. PYATT, 326 Melrose Ave., Toronto, Ont., Canada, sells photographic reproductions of Toronto St. Ry. tt. folder '81.

HARRY QUICK, 420A Riverside Dr., Cranford, N.J., sells Railroad Magazine '36-date, Off. Guides, histories, maps, Trains, other railroadiana. (List?)

JOE QUINN, Box 1044, Tillson, N.Y., sells orig. steam negs., pref. 116, larger, all rrs. Sells steam negs. on approval. No list.

JIM RANEY, 4314 Warwick, Kansas City, Missouri, buys switch keys, esp. AT&SF, Milw.

W.F. RAPP, Jr., 430 Ivy Ave., Crete, Neb., wants any size pix, negs. of DL&W camelbacks.

BOB RATHKE, 56 Woessner St., Pittsburgh, Pa., buys, trades railroadiana, lanterns, marker lts., No. plates from Eastern rrs., esp. B&O, PRR, NKP, NYC.

WALT REDMAN, 8906 Piedmont St., Detroit, Mich., will buy or trade for old colored postcards of rr. depots; sells back issues Railroad Magazine, Trains. (Ed. note: He was badly hurt in auto crash; his hobby now means more to him than ever.)

DAVE REES, Box 325, Aio., Ariz., will trade '41 Loco Cyclopedia and/or "RR. in Woods" for pre '40 Railroad Magazine.

ARNOLD IRVINE REID, Defensa 665, Buenos Aires (R.46), Argentina, sells slides U.S. trolleys, PCC's operating in Argentina, Chile; also Lima, Peru interurbans; many other S. Amer. pix.

FRANK T. REILLY, 306 Front St., Dunellen, N.J., sells, trades 5x7 steam, diesel, elec. pix. List 3c stamp. Wants CNR steam pix, 3x5.

JOHN RIEPE, 12412A Peach St., Lynwood, Calif., trades U.S. 1st days covers, other U.S. covers, for pix NY, New Eng. trolleys .(SAS)

JIM ROBINSON, 23 Blanchard Rd., Scituate, Mass., sells 2¼x2¼ diesel negs. NYNH&H, B&M, NYC, MEC, Port. Term., on approval. No list.

MARTIN ROSENBERG, 73-28 Springfield Blvd., Bayside, N.Y., will sell NYO&W switch lock for top bid.

H.W. ROWE, 8 Craig Ct., Pittsburgh, Pa., will sell 5 sturdy old rr. watches, steam locos engraved on backs, 15-21 jewels, good cond., $20 to $30.

TOM RUDDELL, 2127 Fairview St., Allentown, Pa., trades 35mm orig. color slides PTC, DCT for any West Coast trolleys. Buys LVT slides and any size negs.

DICK RUMBOLZ, 2819 Cedar Ave., Lincoln, Neb., sells 616 juice negs. (SAS)

HOWARD SANFORD, 5236 Crestwood Dr., Harrisburg, Pa., wants to hear from anyone interested in forming emp. tt. trading organization.

JOHN SCOTT, 3716 Rosebrook Ct., Concord, Calif.. sells loco bells, elec. and oil headlights, classif. lts., kerosene marker, switchstand lamps, other railroadiana. Big list 25c.

BILL SEIGFORD, 606 4 St., New Cumberland, Pa., wants PRR wall size calendar pix '27, '29, '33.

JIM SEMPLE, Box 681, Yucca Valley, Calif., will sell or trade '19 Car Bldrs. Dict. for '27 Loco Cyclopedia.

DICK SHORT, 303 S. 4 St., Philadelphia, Pa., trades size 616 negs. and slides, elec. locos, steam. Sells trolley negs., slides. Trades rulebks., emp. tts. (SAS)

DICK SIBLEY, 5122 Master St., Philadelphia, Pa., trades postcards of Pa. rr. subjects for those of other states.

BEN SMITH, 265 Tompkins Ave., Brooklyn, N.Y., buys loco Cyclopedias, pix, rr. bks., rr. calendars, Trains Mag., Baldwin Mag.

ROBT. SMITH, 205 David Dr., North Vernon, Ind., writing Ohio & Miss. RR. history, will buy O&M pix, any size, or swap other O&M, B&O, Monon.

BOB SNARE, Jr., Rt. 1, Box 9, Cherokee, Kan., swaps size 116, 35mm negs., color slides of MKT, Frisco, MP for any rr. Trades and sells pix of many rrs.

BOB SPRAGG, 1050 Plymouth St., Windsor, Conn., buys, trades 35mm orig. color slides Class 1 rrs. U.S., Canada (non-fantrip) live steam.

LARRY STEINGARTEN, 690 Academy St., New York City, wants info. on trains using self-propelled equip., exc. RDC and elec. lines, for use in Railroad Magazine.

ART STENSVAD (UP engineman), 811 E. 3rd St., North Platte, Neb., will sell kerosene switch lantern.

AL STOKES, 3958 S. Hill St., Los Angeles, Calif., buys builders' pix of N. American steam locos.

J.W. SWANBERG, RFD 3, Newton, Conn., buys and trades loco bldrs. and No. plates.

M.W. SWANSICK, 6430 Xavier Ct., Arvada, Colo., sells 35mm color slides of steam on UP, SP, AT&SF, CB&Q, C&S, GW, D&RGW.

BOB SWICK, 334 6th Ave. SW., Cedar Rapids, Iowa, will trade pix of IC 790 for info. on whereabouts of an 0-4-OT engine for sale.

W.C. THURMAN, 4621 Delor St., St. Louis, Mo., will trade 35mm b&w slides steam and St. L. area for issues of Railroad Magazine before '57, or steam negs., any size, Erie, NYC, MP.

CURT TILLOTSON, Jr., College St., Oxford, N.C., sells emp. tts., many rds., 1950-'60. (SAS; state which rds. interest you.)

GEO. TOOTELL, 4 Atlantic Ave., Manasquan, N.J., wants any size pix, negs., tts., emp. tts., of Farmingdale & Squan Village RR.

V. DELLA TORRE, 75 Robinson St., Teaneck, N.J., wants old tickets NYO&W and NYS&W.

WALT UNRUH, Box 162, Pulaski, Va., will sell Trains '47-'54, Off. Guides, rr. maps, glass mtd. orig. 35mm slides. (SAS)

TOM VAN DREESE, 351 Drake St., Wisconsin Rapids, Wis., wants pix, negs. any size, any GB&W subjects during steam era.

HAROLD VOLLRATH (L&A tr. dispr.), 2524 Meriwether Rd., Shreveport, La., sells pc size loco pix, many Class 1 rds., shortlines, N. Amer., steam, diesel, elec. (SAS)

AVERY von BLON, Box 6422, Waco, Tex., will sell 1855 Disturnell's Map of N.Y., 1875 Colton's Map of N.Y.

D. VOYTANIC, 3419 W. 65th Pl., Chicago, Ill., sells steam loco bldrs. plates, headlights, whistles, other hardware. (SAS)

BOB WEBSTER, 5244 Dunbar St., Vancouver, B.C., Canada, trades sizes 120, 616 steam, diesel negs. CNR, CPR, shortlines. TTC, BCER. List free.

JOHN WEIGHTMAN, 1316 Que St., Sacramento, Calif., will sell '43 WP emp. tts.

OTTO WEISS, 32-52 34th St., Long Island City, N.Y., sells pix steam, diesel, elec. (SAS) (What size?)

A.D. WELLBORN, Box 2487, Fort Worth, Tex., sells back issues Railroad Magazine, Mdl. RRer, Trains. (SAS)

WALT WHEELOCK, Box 406, Glendale, Calif., wants pix, drawings, data on cog rail lines.

JACK WHITE, 2637 31 Ave., San Francisco, Calif., wants pix Oakland SP elec. scenes; Manila, P.I., trolley scenes.

CURT WIEBE, 2760 W. 5th St., Yuma, Ariz., trades emp. tts., tr. orders, pix of steam, diesels, equip. (SAS)

R.L. WONSON, 263 Belmont St., Fall River, Mass., sells pix N.E. trolleys, Ind. RR, West Penn., Pitts. Rys., CNS&M, CSS&SB, others. (SAS)

DON WOODWORTH, Jr., RFD 2, Shelton Rd., Oxford, Conn., sells pix NH diesels, elecs., rolling stock, structures. (SAS)

S. WOODRING, 121 S. 7, Council Bluffs, Ia., will trade Charleston & Savanah RR mortgage loan bond for '20-'27 Off. Guide.

WM. KUBA, 2900 D Ave., N.E., Cedar Rapids, Iowa, sells size 116 steam prints. Send 10c for lists of CPR, CNR, IC, UP, NP; other rds. on request.

FRANK MARSTELLER, 2217 Union Blvd., Allentown, Pa., trades CNJ emp. tts. for negs., any size: CNJ or east Penna. steam or LVT trolleys. (SAS)

R. J. HUNGLING, 1207 Watervliet St., Dayton, O., will sell traction headlights, marker lights, old issues Railroad Magazine. (SAS)

OTIS LIINCHPAUGH, Jr., 3436 Cheviot Ave., Cincinnati, O., sells pc and size 116 steam pix,

Sandra King

Sarah Elizabeth Johnson

Jerrilynn Cotton

Vote for "Miss Passenger Train, 1962"

Trinity Valley Railfans, Inc., a lively Texas group, wants our readers to help select a girl to be crowned *Miss Passenger Train, 1962*. The winner will preside over the club's rail trips and other activities this coming season. Vote for one of the three girls pictured here. All three are Texas college students from good railroad families.

(1) Miss Sandra King, 3115 Eisenhower Dr., Dallas, Tex., age 21, brown hair, green eyes, 5 feet 6 inches, 120 pounds, daughter of SP switchman.

(2) Miss Sarah Elizabeth Johnson, 305 Main St., Ranger, Tex., age 18, brown hair, head majorette for two years. Her grandfather, Engr. Frank Johnson, holds a Fort Worth & Denver "golden pass" and still pulls the *Rocket* every other day between Teague and Houston. Two uncles and two cousins also are "rails."

(3) Miss Jerrilyn Cotton, 2826 S. Pecan St., Fort Worth, Tex., age 19, blue-eyed blonde, 5 feet 5 inches, 116 pounds, daughter of shopman at the Santa Fe's Cleburne shops. Two of her uncles also work for the Santa Fe.

Send your vote in a letter or postcard to the Trinity Valley Railfans, Inc., 3828 Timberline Drive S., Fort Worth 19, Texas, before February 22nd.

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many rds.; back issues Railroad Magazine 1939-'60, some complete years.

JERRY FISHER, 3033 Elm Lane, Racine, Wis., will sell CERA Bulletins 1940-'51, also few Bull. 68 "Cars of N. Shore Line." List.

HARRY CLAUSEN, 5007 4th Ave., Brooklyn, N.Y., will buy any size pic NYO&W Camelback 250.

DICK STEINMETZ, 1710 Walnut St., Camp Hill, Pa., sells old pc. views of Colo. n.g., other western rds., 15c ea. postpaid.

WALT HOFER, 41 Maltby Pl., New Haven, Conn., will buy or swap pix of these trolley lines: Shore Line Elec., New Haven & S.L., Waterbury & Midway Tramway, Danbury & Bethel Trac., Bristol & Plain. Trac.

RALPH REDDINGTON, Columbiana, O., sells old issues Railroad Magazine, Trains, Nat. Geog., single copies.

L. Y. BEAUJON, 19 Clinton Ave., Ossining, N.Y., will sell several Off. Guides, 1890-1907, $25 to $30 ea.

RON JORDAN, 4304 Monona Dr., Madison, Wis., will sell 60 assorted issues Railroad Magazine with most elec. articles clipped out, $12.

JACK GARCIA, 1227 N. Formosa Ave., Los Angeles, Calif., will trade or sell PTC, LAMTA color slides. (SAS)

DON HAYWARD, Sr., 38 Monastery Ave., West Springfield, Mass., sells many various size pix steam, cabooses, pass. cars, Canadian and east U.S. rds. List, 25c.

ELMER BRASWELL, 1581 Melrose Dr., Atlanta, Ga., sells 5x7 prints st. rys of Georgia Power, Chattahoochee Val., also L&N, GM, 50c ea.

FRANK BROSSEAU, 1511 E. Powhatan Ave., Tampa, Fla., sells back issues Railroad Magazine, other rr. periodicals, elec. rr. tts., other railroadiana; circus negs sizes 620, 616. List free.

M. O. SKIDMORE, 12974 Regan Lane, Saratoga, Calif., wants rr. fiction: novels, short stories, even juveniles.

PAUL GARDE, Box 2222, Green Mountain Falls, Colo., sells 2x2 slides, 3½x5 photos, color, b&w, steam, diesel, elec., trolleys, US, Canada, Mexico, foreign; big detailed list 35c.

Miss MARCIA AUGUR, 10 Augur Dr., Suffern, N.Y., has many rr. books to sell, esp. Loco. and Car Bldr.'s Cyclopedias; some Beebe books, ICS handbooks, books on air brakes, etc. (SAS)

GARY JACOBS, 7404 Pine Ave., Niagara Falls, N.Y., will buy back issues of Railroad Magazine, Trains, steam loco. mags.; state cond., price.

BRUCE EDGERTON, Box 47, RFD 1, Manchester, Conn., wants to know where to get steam loco bell for new church.

Model Trading Post

GEO. FITTERMAN, Public Relations Chairman, Manhattan Model RR. Club, c/o Sabin House, 11 W. 25th St., New York City, wants someone to supply 500 or more sq. ft. of vacant space, warehouse, storage, or basement floor in Manhattan, free of charge, in which Club could build and operate HO scale layout, in which property owner and employees could participate freely. All Club members are business or professional men.

F. W. MOULDER, 2941 Floral Blvd., Butte, Mont., will sell new LMB HO trolley, $7; 275 copies Transit Jour., Bus Transp., Mass. Transp. mags. List.

CHAS. BALLARD, Box 3, Poestenkill, N.Y., will buy Lionel std.-gage 29 coach or pieces thereof, any cond.

RICH BONEKEMPER, 212 Green St., Lansdale, Pa., will sell Lionel O27 cars, track, etc., separately or as set. (SAS)

JOHN BOZEK, 6093 Waterfront Dr., Waterford, Mich., sells HO scale Atlas remote switches, Tenshoto locos, coaches, like new. (SAS)

AL CHVOSTA, Jr., R. 2, Box 246, Hartland, Wis., will trade rr. bks., albums, maps for AF pre '42 0-8-0, 4-6-2, or Lionel 4-6-4, elec. type locos.

ANNA HARP, 6127 Woodland Ave., Philadelphia, Pa., will sell Lionel 1664E, 671, 763, RDC-4, AMT, Kusan locos, cars. (SAS) Wants HO equip.

CASE KOWAL, 6615 S. Bell Ave., Chicago, Ill., will sell '41 Lionel color catalog or trade for '41 AF catalog.

E. LARSON, 6615 S. Bell Ave., Chicago 36, Ill., will sell 2-rail O gage GN loco and tender kit made by Cent. Loco. Wks., cost $140, sell $125.

V.G. ROBINSON, 135 Dorset Dr., Alexandria, Va., will sell 2 frt. cars, good cond., PRR 2-8-2 and 4-4-0 poor cond. (What gage?)

LOWELL ROTT, Rte. 1, Troy Center, Wisc., will sell Marnold C-40 HO gage power pack, 2 O gage trolleys.

M.C. WIKMAN, Mt. Olive Rd., Flanorrs, N.J., sells HO locos United 2-6-6-2, Olympia 4-6-6-4, others. List free. ●

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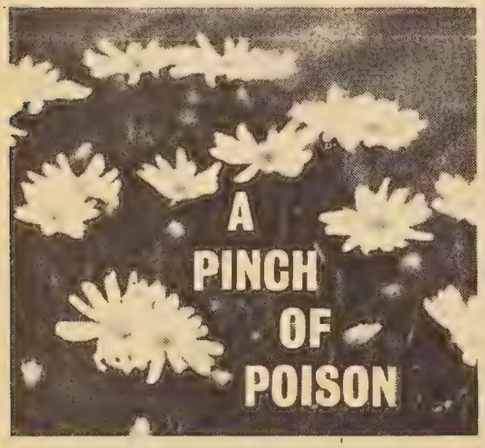

This plant, the woody aster, contains selenium, a highly toxic element which, in minute amounts, has proved curative in certain animal dystrophies. Will it help human patients—or kill them? Scientists are trying to find the answer. You can support this life-or-death research by contributing to the

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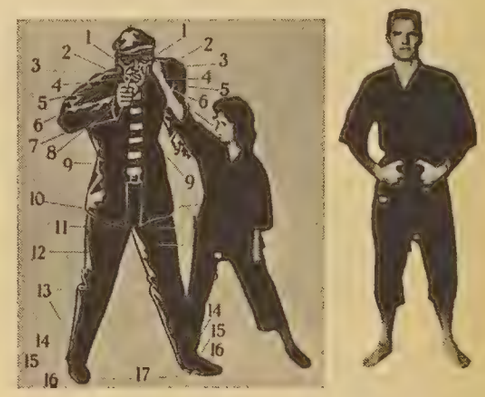
FASCINATING and fun is this hypnotic record. One side is for hypnotizing groups or individuals. Control passes to you. Other side is for self-hypnosis. The record has echo-chamber, metronome background. Comes complete with eye-fixation spots. Unbreakable extended play 10″, 78 rpm recording. $4.95 ppd. Hypnotic Aid Recordings, Dept. R-10, 1133 Broadway, New York.

ANIMAL IDENTIFICATION KIT prevents lost or stolen pets. Completely safe and easy to use, it enables you to permanently mark and identify all animals. Kit consists of: tattooing machine, transformer, black ink, 2 needle bars, cord and instructions. Hold like a pen—write, draw or letter. $25 ppd. Animal Identification Co., Dept. AR-9, 52 Bowery, N. Y. 13.



SUPER KARATE BOOK, by Wallace Reumann, explains how body may become deadly fighting machine, hands into razor-sharp swords. Comes with hundreds of illustrations, charts, etc., plus your life-size karate practice dummy. Learn about this Oriental art of self defense right at home. $1.98 ppd. Precise Publications, Dept. KC-77, 33 Lincoln, Livingston, N. J.

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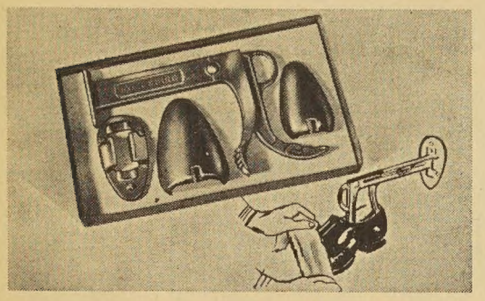
All products shown here may be obtained directly from indicated sources. Send check or money order with your order. Manufacturer will refund full purchase price on prompt return of unused, non-personalized items. This department is not composed of paid advertising.



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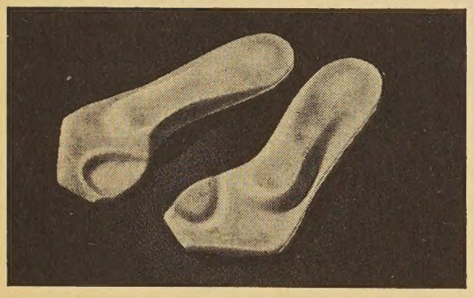

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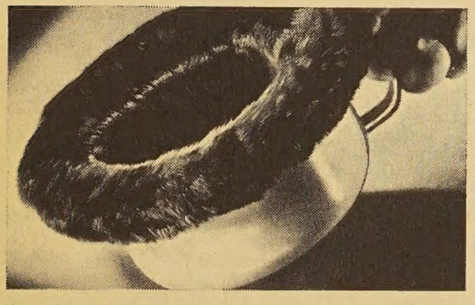

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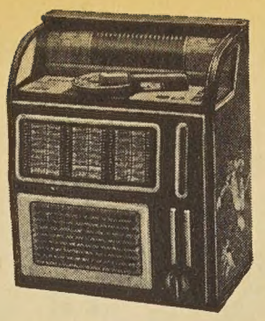

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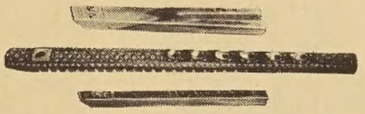

SHEPHERD'S FLUTES put real zing into family and friend get-togethers. So easy to play; so little practice required. Authentic, each one hand carved by Yugoslavian peasant artisans of their native fruit wood. Single barrel, 12½" long, $1.50; double, 12½" long, $2.95; intricately carved, 13½" long, $2.95 ppd. Great gifts for so little money. Jenifer House, Dept. A, New Marlboro Stage, Great Barrington, Mass.

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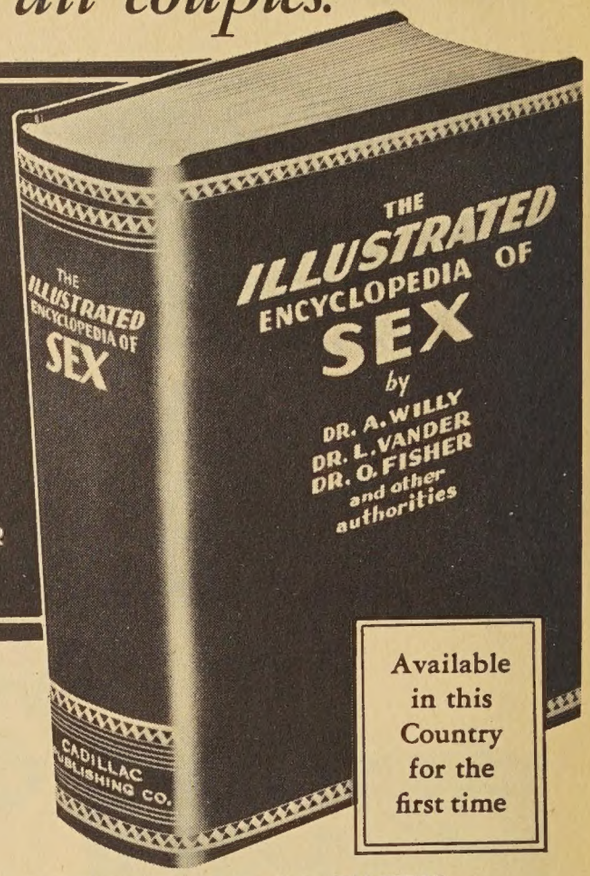

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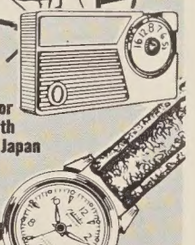

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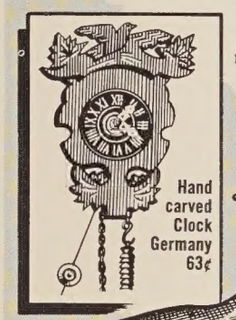

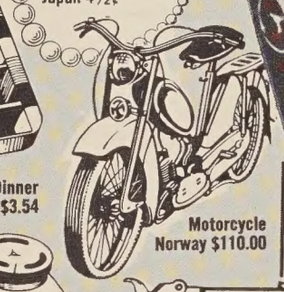

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